FIRST LOOK! NEW PUCH 125 MX

IND

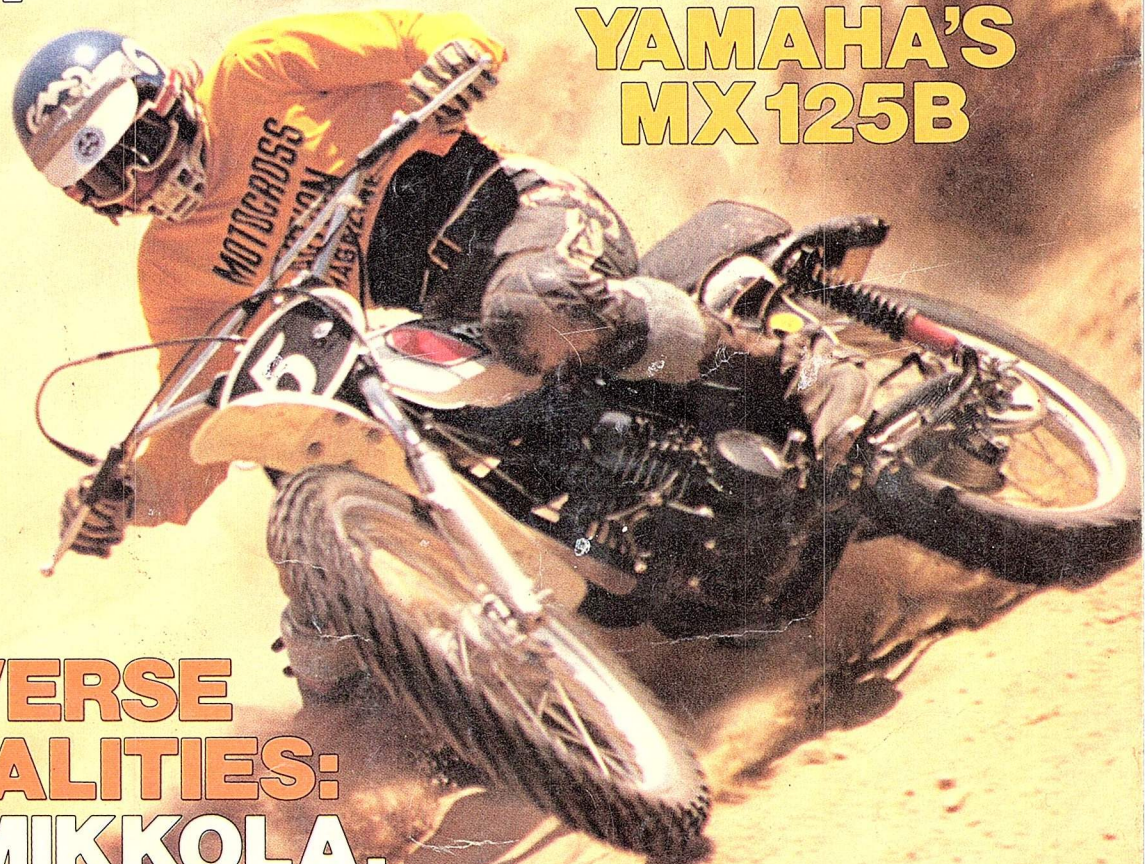
MOTOCROSS ACTION MAGAZINE

JANUARY 1975 $1.00
34485 uk 40p

CR 250 FORK KIT

YAMAHA'S MX125B

SNAKE RIVER: HEAVY BUCKS



TWO DIVERSE PERSONALITIES: HEIKKI MIKKOLA, NEW WORLD CHAMP

BRAD LACKEY, part 1

LUXEMBOURG GP– THE 500 DECIDER

Retailers: See Page 73 for Special Display Allowance Plan

BOGE/MULHOLLAND TEARDOWN

The first person to ever ride a Hodaka 100 Dirt Squirt™ came back giggling about wheelies, jumps, sliding, etc. The second person to ride it was soon to coin the phrase "Fun Hundred." Chances are, if he hadn't, the third rider would have.

Why?

The Dirt Squirt has a low seat height so that you feel like you are part of the bike -- not like you are perched on top of it. The Squirt's light weight, proven frame geometry, low center of gravity, knobby tires and two-position shock absorbers add up to one of the best handling motorcycles on the market.

Power. Unlike some engines with power that comes on at high RPM's, the Hodaka's 100cc five-speed engine offers smooth, predictable power...over a broad RPM range. It's an engine that can go slow as well as fast. You can literally walk alongside the Dirt Squirt and it won't stall. With this kind of control, riding is pure pleasure.

The Dirt Squirt requires little maintenance and most repairs can be made with a few simple tools. You don't have to spend a lot of time keeping the Dirt Squirt in running condition, which means you'll have more time to ride it.

With almost unlimited versatility (by virture of its Hodaka heritage, the Dirt Squirt is able to accept hundreds of bolt-on options that can transform the basic "Squirt" into a motocrosser, enduro, etc.) the Hodaka 100cc Dirt Squirt can be about anything you want it to be. Just another reason why we call it the "Fun Hundred."

FOR MORE INFORMATION about Hodaka Motorcycles, look in the yellow pages for the Hodaka Dealer in your area...Or send your name and address, plus 25¢ (to cover cost of postage and handling) to the address below and we will send you a copy of the "Hodaka Story" and direct you to your nearest Hodaka expert. Canadians: Gemini Ind., 2525 Stephens St., Vancouver B.C. Australians: Sport and Road Pty., Ltd. P.O. Box 37, S. Melbourne, Australia 3205.

HODAKA® HANDLES

PABATCO
P.O. BOX MX-1
ATHENA, OREGON
97813

HODAKA SALES SERVICE®

NEXT ISSUE ON SALE JANUARY 2

MOTOCROSS ACTION MAGAZINE

VOLUME THREE
NUMBER ONE

facts

31 BOGE/MULHOLLAND TEARDOWN
With a little help from our friends.
43 ELSINORE FORK KIT
The CR 250 needs it and Al Baker found it.

fancies

4 ON THE MAINJET
Things could be better.
6 BAZ's BOX
The great boot contest (finally).
8 DIRT
Did you send in your entry for last month's ROY award?
10 MAIL ENTRIES
The Yamaha kid gets some mail.
12 WRENCH WRACING
You gotta tune 'em too.
14 TRICKS FROM THE TRADE
Christmas is only ten more months away.
17 WHIPS
New feature on people in motocross. You know what a whip is, right?

machines

24 YAMAHA MX 125B
It looked familiar so we took it out and played with it.
48 PUCH 125MX
It's new, new, new, and has possibilities, with some super tuning.

events

34 LUXEMBOURG 500 GRAND PRIX
It was the last race of the year and Roger had to win to retain his world championship.
54 SNAKE RIVER MX
The best part of Evel's week was the racing and the money.

folks

18 BRAD LACKEY, PART I
America's big-time hope in the big-time GP scene
39 HEIKKI MIKKOLA
He had a dream and then realized it.
60 TOP FOUR OF THE 500 GP SEASON
Who they are and how they did it.

staff

editor
DICK MILLER
associate editor
PAUL BOUDREAU
art director
HARVEY M. TOW
associate art director
MAURICE GOLDMAN
contributing editors
PETE SZILAGYI
JIM RUSSELL
european correspondent
DAVID MALTAIS
test consultants
PETE MALY
AL BAKER
production editor
GEORGIA McCLAY
production assistant
ALBETH GRASS
advertising coordinator
SHARON McGOVERN
promotion director
LEW ROTH

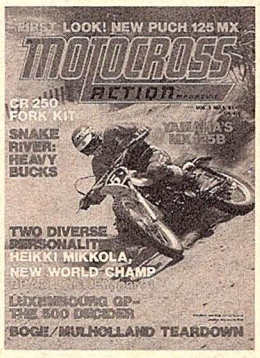
HI-TORQUE PUBLICATIONS, INC.
President
WILLIAM R. GOLDEN
V.P. & Marketing Director
J. ROBERT GALLICANO
Business Manager
S.F. GREEN
Advertising Director
JOHN SFERRA
Customer Relations
NANCY PAYNE

ADVERTISING AND EDITORIAL OFFICES
Hi-Torque Publications, Inc.
16200 Ventura Blvd.
Encino, California 91436

WEST
Schindler/Slapin
16400 Ventura Blvd.
Encino, CA 91436

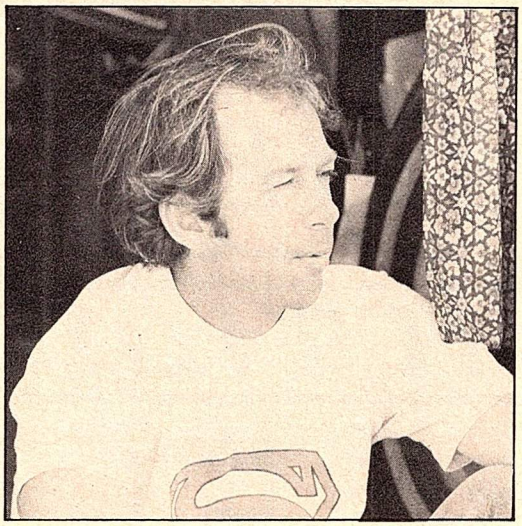
MIDWEST
Gravenhorst & Associates
Executive Towers
5901 N. Cicero Ave.
Chicago, Illinois 60646

EAST
Gravenhorst & Associates
Roy Paxton
6 Ross Court
Madison, N.J. 07940



The "Bazzer" catches Pete Maly roosting Valley Motorcycle Park's berms as he wrings the neck of the Yamaha MX 125B in the course of testing for good ol' MXA.

MOTOCROSS ACTION, (January 1975) published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $7.50 per year. Canada $1 additional for postage. Foreign $2 additional for postage. Copyright © 1974 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, Calif., 91408 and at additional mailing offices. MOTOCROSS ACTION MAGAZINE, P.O. Box 317, Encino, California 91316.



ON THE MAINJET

By Dick Miller

I really don't have time to write this column because I'm up to my ears in problems. It's my own fault — most of them — but I never learn.

I've been trying to get this magazine out, plus I'm supposed to be setting up my CR 125 for Preston Petty to race the Score International Race at Riverside. I've been putting off installing a new crankshaft to replace the one we blew in the last Baja 500 because I figured that there was plenty of time. Since I wasn't going to be racing this event, just acting as PP's mechanic, I wasn't overly excited about anything. It's now two days before the race and my world has just taken a big dump.

PP called me last night and asked if I was in shape. I told him no, not really, and that I was scheduled to have an operation on my wrist, but why did he want to know? He said he didn't think he was going to make it because of a problem at the business and that I should take his place. I said, you're kidding me, aren't you, and he then told me his problem and it was legit. The butterflies started.

Baz and I were already behind on the magazine because we spent the whole week at the Snake River, if that wasn't bad enough, and now I've got to finish up the race bike plus race it.

I would have to make a decision. Which was the important thing for me to do, jam on the magazine or jam on the bike? It was an easy choice. I beat it down to Honda to get some parts and then hooked it over to a friend who magna-fluxed the parts for me. I wasn't about to run another crankshaft without checking it first. The last one was worth about $5000 to PP and me. Besides, the entry for the Riverside race was $350 and I wanted to give it a fair shot, bad wrist or not.

Al Baker and I started tearing the engine apart at his shop while he was intermittently working on his CR 250 for the same race. He had won it overall last year and he made about $6000 in the process. He was planning on doing it again. This time Weinert and Lackey have entered also, besides the rest of the strong field.

We were having some difficulty splitting the cases but finally they popped apart. I was cleaning everything out in the solvent tank when I noticed the crank main bearing didn't look too good. It was three minutes to nine, at night. Al knew a shop that stayed open till nine. We could have been arrested for everything we did to get there in time. The owner was just driving away as we arrived. Balls. What now? We decided to try the all-night parts store (auto) that was a few miles away and figured that they might have the right bearing if we were lucky. When we got there we asked the parts man for a 6305 bearing, and he asked what it was for. You guessed it. It was the only one he didn't have. All bearings have the same numbers throughout the world, so a lot of times it's easy to find a bearing that will replace the one you're looking for in an automotive parts store. It's usually cheaper, too.

It was now ten o'clock and we had to have a bearing before we could put the bike back together. The night was shot. The new plan was to remove the bearing from the cases and pick up the bearing and a new seal in the morning. Al would get the bearing at a bearing house near here and I would get the seal at a Honda shop first thing.

Al had no problem; he found a bearing at the store and it was half the price of the Honda shop's, plus it looked like it was a better quality. There wasn't a Honda shop in our area that had a crankshaft seal for a CR 125. I finally found one about 30 miles away and that shop had ten in stock. This day wasn't starting out too well either, so I figured I'd just ease up a little.

When I got back to Al's he was already buttoning up the engine and all that had to be done was to install the seal and ignition. I started putting a little grease around the edge of the seal before installing it. It slipped out of my hand and rolled across the floor. I reached over to pick it up, and when I came up the handlebar of Al's bike hit me above the eye. It didn't have any grips on it yet, so it cut me and blood was running down my forehead. Al turned around and told me I was bleeding. I didn't answer. I knew I was bleeding.

Al said he wanted to go up on Mulholland and try his bike to check out his jetting. I stayed to finish up my engine. I waited for a while and Al didn't come back, so

I took my engine home to put it in the bike. It looked like things were starting to shape.

The engine went in the frame pretty easily and I was buttoning it up when the phone rang. As I ran from the garage I stepped on the cat, she let out a yowl, and then her kittens started yelling. It wasn't even my cat. She had picked my garage to have her babies and I felt obligated to feed her. As I charged through the gate to the house my Doberman came running at the gate because he heard the cat yowl, and he knocked me down, or actually, he threw me a body block. The phone was on its fifth ring and I got to it on the sixth. They had hung up.

Just as I got back to the garage the phone rang again. I made it this time and it was Al. He said I'd never believe what happened. You've got to know Al to understand that when he says somethhing like that, it's going to be good. He asked me how I was coming and I said never mind me, what happened? He said he got up

Cont'd. on page 7

IGNITION TIMING BUZZ BOX

BLACK (–)
RED (+)

$12.95*

- NO MORE GUESS WORK WHEN SETTING IGNITION TIMING
- ACCURATELY LOCATES PRECISE POINT BREAK
- NO IGNITION WIRES TO DISCONNECT
- COMPLETE WITH BATTERIES

WHEELSMITH ENGINEERING
3635 W. McFADDEN
SANTA ANA, CA 92704
(714) 839-0150
Dealer inquiries invited

Bill Walters Leathers are the finest quality leathers made anywhere. By anyone. No B.S.

BILL WALTERS LEATHERS **BW** 445 So. Victory Blvd. Burbank, California 91502

no cost mail order

SEND FOR YOUR BMX ACCESSORIES CATALOG! ONLY 50¢

WHEN YOU BUY DIRECT FROM OUR WAREHOUSE YOU GET TOP QUALITY — SAME DAY SHIPPING — FREE POSTAGE AND HANDLING — OUR UNCONDITIONAL GUARANTEE ON ALL OUR UNBREAKABLE PRODUCTS.

BMX-20
MOTOCROSS BICYCLE ACCESSORY LISTING

Cyc. No.	PART	Price
1140	MX Handlebar (7" Rise)	$6.95
1141	MX Handlebar (5" Rise)	6.95
1146	12" Cross Bar Pad	2.95
1147	9" Cross Bar Pad	2.79
1160	Scrambler Grips	1.50
1162	Waffle Grips	1.50
1164	Doherty Style Grips	1.79
1149	Stem Guard (Goose Neck Pad)	1.79
1124	Front Number Plate Bracket	.99
1100	Number Plate — Specify Color (Black - White - Yellow - Red - Green) Plate comes with mounting Ties	.99
1110B thru 1119B	Black 6" Numbers	.25 each
1110W thru 1119W	White 6" Numbers	.25 each
1120W 1120B	Black & White Letter X	.19
1130	Unbreakable Fender—Specify Color (Black - White - Gray - Yellow - Red)	$1.95
1135	Striped Aluminum Fender	2.79
1139	Rubber Mud Flap	.99
1151	MX Gas Tank — Specify Color (Black - White - Gray - Yellow - Red)	4.95
1181	Steel Motocross Pedals	2.95
1183	Flip-Up Buddy Pegs	2.95
1185	Seat-To-Axle Struts	2.95
1221	Full Knobby Tire (4 Ply Racing Motorcycle Tire) Fits Std. Bicycle Rim	12.95
1225	Heavy Duty Front Wheel—H.D. Rim—#105 Spokes—Spool Hub—Laced and Trued	24.95
1227	Heavy Duty Rear Wheel—H.D. Rim #105 Spokes—Bendix Hub—Laced and Trued	29.95
1299	Complete BMX-20 (As Shown)	149.50

DEALER INQUIRIES INVITED

TO ORDER: SEND CHECK, MONEY ORDER, MASTER CHARGE BANKAMERICARD NO. TO —

CYC Distributing Co.
P.O. Box 467, Hawthorne, California 90250
Calif. residents add 6% Sales Tax.

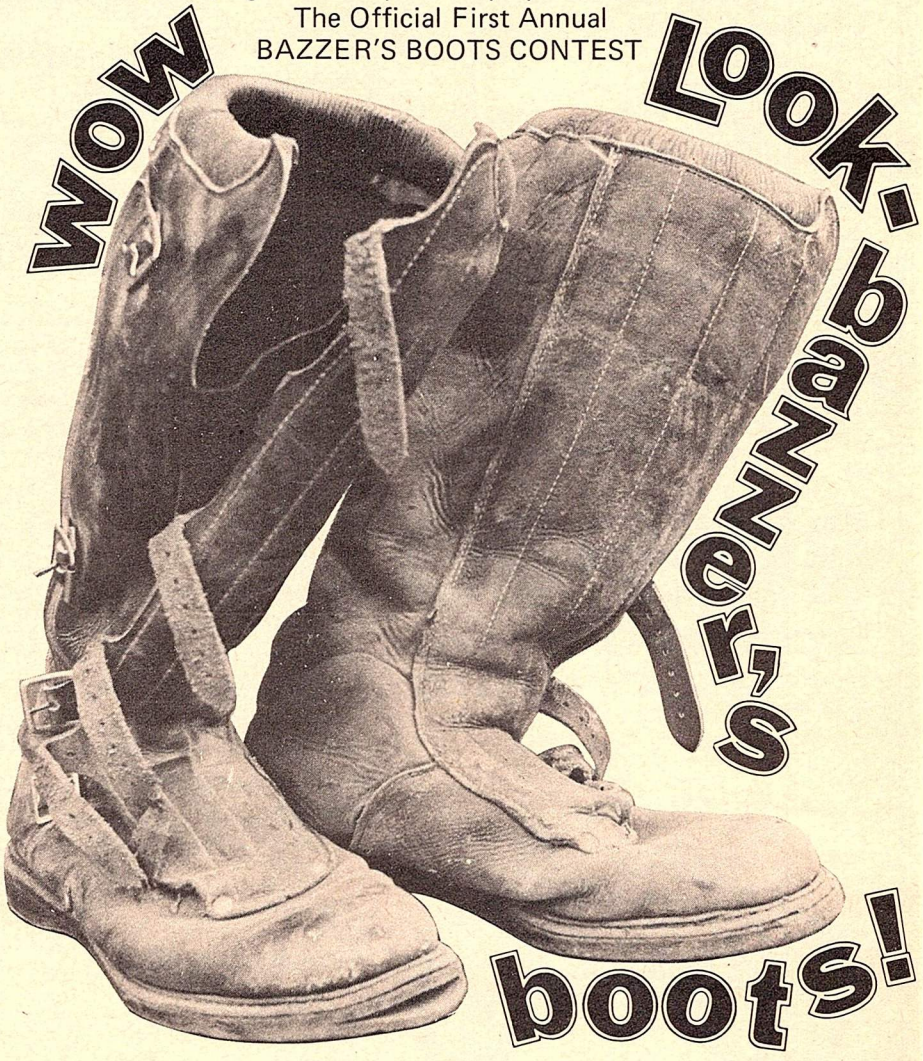
CYC

IT'S A CONTEST! WOW! A REELY BEEG CONTEST!

by Paul Boudreau

This is your CHANCE! The opportunity of a LIFETIME! For the first time EVER you can WIN something really BOSS from MOTOCROSS ACTION. Absolutely FREE! It won't cost you a CENT! You've heard about it, you've read about it, you've even dreamed about it. Now here it is, right before your very eye-lookers.

The Official First Annual
BAZZER'S BOOTS CONTEST



Yes, friends, there they are. First (and only) prize in the Official First Annual Bazzer's Boots Contest: Bazzer's boots. These are the official boots worn by the ol' Bazzeroo himself. These fine examples of the latest in protective foot gear have trod upon the soils of CARLSBAD, SADDLEBACK, UNADILLA and SMELLY CREEK, to name but a few of the world's great motocross courses. In their souls are imbedded the peg marks of GRAND PRIX CZs, WORKS MAICOS and FACTORY HONDAS, not to mention a CARABELA. Their buckles and straps have been torn off in ferocious duels with PIERRE KARSMAKERS, MARTY TRIPES and GAYLON MOSIER as they blazed by for the fourth time in a single moto. Even KOOKIE, the motocross wonder dog, peed on the left one. You can't afford to miss this opportunity to WIN these VALUABLE and HISTORICAL boots absolutely FREE. Here's all you gotta do:

Get a postcard or letter and write on it in 25 words or less "WHY I CRAVE THE BAZZER'S BOOTS" and mail it to:

BAZZER'S BOOTS CONTEST
c/o MOTOCROSS ACTION Magazine
16200 Ventura Blvd.
Encino, California 91436

Be sure to include your name, address, age and phone number. All entries must be in by at least the end of January and neatness doesn't count. Neither does spelling. You can enter only if you're an official MOTOCROSS ACTION reader. No cheatsies or copying. Last girl to get her entry in is a squid. If this contest is void and prohibited in your area, send your entries in a plain brown wrapper marked "Educational Materials." If I get some good ones I'll put 'em in the magazine so I can bail out of writing another column. *

NOGUCHI
PERFORMANCE PRODUCTS
WIN WIN WIN WIN

Send 50 cents for brochure, decal and name of your nearest Noguchi dealer.

NOGUCHI MOTORS (USA) 3125 MARJAN DRIVE, ATLANTA, GEORGIA 30340
PHONE 404/458-9866

MAIN JET

Continued from page 5

to Mulholland (a long, twisty dirt road in the foothills separating the San Fernando Valley and West Los Angeles) and unloaded the bike. He fired it up and took off. The bike was running really good and he had it tapped out in fifth when it seized solid. He said it was quiet as he coasted to a stop with the clutch in. Right in front of him a plane was coming at him about 100 feet off the ground and then crashed into a fence and catapulted over it into a Nike Compound that had since been deactivated. I asked what happened, and Al said he went home and took a nap. He didn't think things were working out too well.

We each had about ten hours before we had to leave for the Riverside race, and we were progressing backwards at a steady rate. I went out to the garage to finish my bike and found that one of the kittens had crapped on the piece of foam that I kneel on when working on a bike. I decided to go take a nap. Al had the right idea. *

Fast Track to a Cool Job!
★TRAIN AT HOME TO BE A
Motorcycle Mechanic

If you like to ride a cycle for fun . . . learn how to fix it for profit! Can you imagine a better way to earn your living? And to make it even better, the pay is **great** — whether you choose to work in a cycle shop for someone else or decide to start your own cycle repair business. Now, thanks to North American, there's a fast, easy way to get the training you need . . . **at home in your spare time.** No need to quit school or your job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

CYCLES ARE BIG BUSINESS . . . AND SO IS FIXING THEM!

There are more than 3 million cycles registered in the U.S. today. Plus an estimated 3 million more dirt bikes. But, there are fewer than 10,000 motorcycle mechanics available to repair them. (Imagine only one mechanic for every 600 motorcycles!) No wonder career opportunities are so great . . . and getting better every day. The door is open to you now. Rush coupon for FREE "Motorcycle Mechanic Career Kit."

SPECIAL CYCLE TOOLS & TEST INTRUMENTS INCLUDED TO START YOU FAST!

Professional tools plus your North American "know-how" turn you into a skilled mechanic. We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, electrical test instruments, compression gauges, vacuum gauges, degree wheels, soldering irons, ignition wrench sets, dial indicators and much, much more! We even include a set of special cycle tools and instruments to get you started **fast!** Find out all about it now. **Send for FREE "Motorcycle Mechanic Career Kit."** No cost, no obligation . . . now or ever! Rush coupon today.

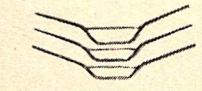
Careers by Home Study
NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
4500 Campus Drive, Dept. FEOC4 Newport Beach, CA 92663
Rush FREE "CAREER KIT" on how I can become an expert motorcycle mechanic.
NAME _____ AGE ____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

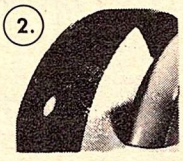
The Cycle House PARTS AND ACCESSORIES **Now 3 Locations**

The CYCLE HOUSE of St. Louis, 4655 Hampton, St. Louis, Mo. 63109 — 1-(314) 352-3804

The CYCLE HOUSE of Manchester, #58 Manchester Mall, Manchester, Mo. 63011 — 1-(314) 391-9664

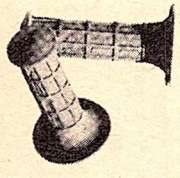
The CYCLE HOUSE of Dallas, 6079 Forest Lane, Dallas Texas 75230 — 1-(214) 661-9110

1. 
4" 5" 6" 7"
4130 Chrome *Molly MX Bars*
Black *13.99*
Chrome *14.99*

2. 
Preston Petty Fenders
Front 4.99
Mudder 6.99
Rear 5.99
Mudder 7.99
All Colors

3.

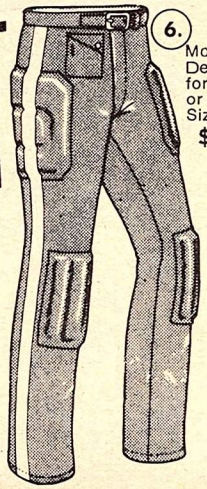
LEVERS 10.99 PR


4. **3.95**
Natural Rubber MX Grips
Red — Blue — Yellow —
Natural — Orange

U. S. Grand Prix Boots (MX or Enduro)
$59.95

5.

6. Motocross Denims for Racing or Street
Sizes 22-38
$19.99

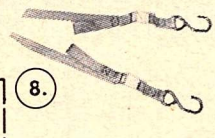


Grand Prix Leather Pants
$59.95
Sizes 26-38
Black - Red
Blue - Yellow
Tan

7.

Feel Free to use Master Charge or BankAmericard. Give Card Number & Exp. Date

ANCRA
Tie-Downs
$9.95 set


8.

9. **Universal Trick Fork Kits — for Kawasaki, Suzuki, & Yamaha $9.95**

10. **$12.95**
Universal Leakproof Fork Seals. Guaranteed 1 yr. for all makes.
1 Dollar Shipping Charge When Less Than *13.99*

Please Rush the Following Item(s): MX
1 2 3 4 5 6 7 8 9 10 Size_____ Color_____
Name .....
Address .....
City..... State..... Zip.....

DIRT

By Holbert Holquist

Baz and Dick have been complaining about the quality and quantity of your offerings for "Bermshot" and have magnanimously decided to offer a free MXA subscription and a gift *to any "Bermshot" used in the magazine. Make sure you focus those Brownies. If you do come up with a dynamite shot, get it to us quick. Remember, we can only do one a month and because of space we've missed a couple in the past. From now on, "Bermshot" lives.*

* * *

To David Pickett from La Grande, Oregon, and all the rest of you who wrote us asking about Rolf Tibblin and his Motocross School, we'll give you his address again. Rolf is really sincere in his desire to make a World Champion out of an American rider, and if anyone can, it's Tibblin. I don't like to brag, but he told me personally that I was as good as I was going to get. I can see it now, Holbert Holquist, World Champion. (Husqvarna International Training Center, 933 South Santa Fe, No. 2, Vista, California 92083; (714) 724-8091.)

* * *

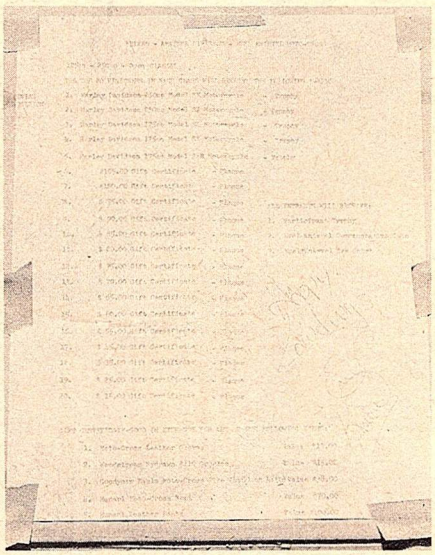
It's rumored that Uncle Donnie Emler of the Flying Machine Factory is working with a new engine that's putting out in the vicinity of 26 hp. It's a 125cc engine at that. If you consider the fact that the "works" Honda 125 is a couple of hp less, then you really start getting interested. They're talking about "building some Pentons around it." We'll keep you informed. After all, it's only a rumor. Holbert hears all the "Dirt."

* * *

During that "Evel" affair in Twin Falls, Idaho, Bobby Riggs, the renowned hustler, made a bet with Evel, $25,000, that he could ride a 175 H-D from Las Vegas to Twin Falls, Idaho, in less than 24 hours. Now that's a distance of approximately 600 miles, and as Rich Eierstedt said, "I'd ride a bike to South Africa for that kind of bread." My editor got sick just thinking about how much money he and his partner made riding a CR 125 from Ensenada to La Paz, a thousand miles and in the dirt. Needless to say, Riggs made it and with plenty of time to spare. Funny thing, though, there wasn't a bug on that bike, but I guess that's understandable because in the summer bugs aren't a problem! Even if Riggs had never ridden a bike before this "feat," I kinda think we're the ones that were hustled. How about it, H-D?

* * *

One thing is for sure, Evel's Snake River MX was a high paying affair for the MXers. A lot of riders didn't take the event seriously and didn't bother to show up. The only riders that weren't automatically seeded into the finals were five open class experts. All others made the money-paying final no matter how they qualified. Check out the amateur prize list in the attached photo.



All you guys who wrote Kawasaki and told them to get off their duffs and get MXA a KX 125 for testing can pat yourselves on the back. After our little blurb in "Dirt" you really laid it on them, and were they surprised when all those letters started piling up on their desks. How does it feel to have all that power?

Your next assignment is Husqvarna Motorcorp at 151 New World Way, South Plainfield, New Jersey, or if you prefer, American Jawa for CZs at 18408 Laurel Pk. Rd., Drawer 15, Compton, California 90224. The wrath of MXA's readers is something to behold.

* * *

Jimmy Ellis's debut in the last part of the National Championship trail was slightly less than spectacular. After experiencing serious injuries in the Winter-AMA series he rejoined the National circuit and promptly won five of the six motos he competed in. The moto he didn't win he had to stop and replace a set of broken handlebars. In the last National race at New Orleans he finished fourth in the first moto and in the second he ran away from Lackey for another win, despite having to contend with a flat tire.

* * *

Ellis is the only rider to have won a 125 National and a 250 National this season.

* * *

After watching the exciting racing at the Snake River, a lot of the low riders tried to display their motocrossing skills on the bumpy, grassy cow pastures that were used for the camping area. You haven't lived until you see a guy pitch his 14-foot-long Harley into a cross-up amongst the cow pies and grassy hidden rocks. He bales farther than Evel. The best part, though, was his buddy who was going to show him what he did wrong. It went on and on . . . .

* * *

Enough can't be said about the way the law enforcement of Twin Falls, Idaho, conducted themselves. They have a helmet law in the state and everyone and their brother was riding around without a helmet. Mini bikes, pit bikes on the street, etc. Rather than be hardnosed about the

Suzuki

ACCESSORY GUIDE

- ONE STOP SHOPPING FOR ACCESSORIES
- ONE STOP SHOPPING FOR PARTS
- ALL TYPES OF TUNING EQUIPMENT

SEND $1.00 FOR CATALOG

Ocelot Eng. PRODUCTS

940 Kendall Drive
San Bernardino, California 92407

Enclosed is $1.00, please send me your catalog.

Name _____

Street _____

City _____ St./Zip ____

whole situation, the local and state police shined the whole thing on for the race week. If you didn't get too far out of line they would give you no trouble. When one cop asked Holbert where his helmet was and was told that it was back in the van, he just smiled and said that it was a no-no and that it'd be a good idea to go back and get it. Nice People!

* * *

Holbert also heard that some of the magazine types were spreading rumors of Steve McQueen and Ali McGraw being in town (Twin Falls), and wants it known that he is completely innocent of all insinuations. It was probably the Bazzer, he's like that.

* * *

The American team of Tony DiStefano, Brad Lackey, Jim Pomeroy and Jim Weinert were our representatives in the Motocross des Nations, a team event for 500cc class bikes being held in Sweden.

Mike Runyard was scheduled to make the trip, but was replaced when Tony and Bimbo both became available to join the team.

Pomeroy had planned to contest the 250cc Trophee des Nations but was given the opportunity to switch to the 500cc class event when it became apparent that the U.S. would not field a TdN team. Bimbo was scheduled to replace Tony because of scheduled surgery on an injured thumb that was to take place right after the National Championship season. Instead, Tony opted to wait and make the trip to Sweden.

With five riders available for a four-man team, Dave Welsh, the team manager, had to make a decision, and he elected to go with "the four guys with the best credentials. DiStefano, Lackey, Pomeroy and Weinert — in order to give the U.S. the best possible representation."

Godfrey Runyard, the AMA National Motocross Tech Inspector and Mike's father, was quite miffed by the whole thing and told Welsh to remove all his AMA stuff out of the motor home and find someone else. *

NEW **ENDURO JACKETS from Luja $39.95**

4 large pockets. Cuffs and collar fully adjustable with VELCRO. Made from WEARNYL a super tough nylon rayon blend with a plastic coating inside for weather proofing. Machine washable. Sat. guar. S M L XL in black.

MX Pants $36.95

now with double thick seat, zippered legs and fly, 2 pockets, belt. Similar material to the jacket w/out the coating. 22-38 blu blk tan red. Sat. guar. Cal. res. add 6% sales tax.

J & L ACCESSORIES
210 San Jose Ave. No. 26
Dept. MXA,
San Jose, CA 95125

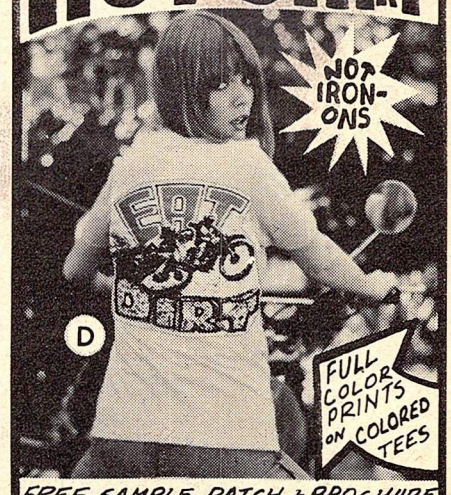
Partnerships

Reconditioned Used, Motorcycle Shops will net $50,000/year $5,000 total investment!

AAA CYCLE EXCHANGES OF AMERICA ™

BOX 4023
HAMMOND IND 46324
(219) 931-6000

HOT SHIRT



FREE SAMPLE PATCH + BROCHURE

DO IT IN THE DIRT

Super Shirts

SUPER SHIRTS
DEPT. 2
P.O. BOX 66147
Los Angeles, CA. 90066

Ride On

B E MX-9

Please send me ___ shirts at $3.65 ea.
Add 25¢ Postage • handling per shirt

B	D	E	YELL	WHT	BLU	S	M	L	XL

MAIL ENTRIES

THE YAMAHA SQUID

After reading the letter from the "Yamaha Kid," I came to two conclusions: either his last endo was a big one or he left his brains in his helmet.

Mike Magrann
Cerritos, California

Tell the "Yamaha Kid" I rode a YZ three days ago and almost died laughing.

The Elsinore Kid
Carson, California

I agree 100-percent with the Yamaha Kid. Yamahas are better than all bikes.

Zapata Espinoza
Hollywood, California

The "Yamaha Squid" sucks on doorknobs.

The Honda Kid
Long Beach, California

I have a 1969 Sachs 125 enduro that will stomp any Yamaha in town.

Scott Cooper
Norton, Virginia

I back the Yamaha Kid all the way. I haven't met a Honda that could keep up with my YZ.

Another Yamaha Kid
Amarillo, Texas

In reply to "The Yamaha Kid": STICK IT IN YOUR EAR!!

The Honda Kid
Indio, California

What a commode face.

Roger Wells
Little Rock, Arkansas

Down here in Florida our Hondas are ridin' high and mighty over dem Yammie YZs.

The Elsinore Kid
Jacksonville, Florida

Oh yeah? I know a girl in Jacksonville Beach who could peel your numbers off with her monoshock 250. — Baz

I don't know how they build Elsies in Hillsborough, but here in Missouri they come with two strokes.

Steve Pokorny
Fenton, Missouri

He thinks Elsinores are for dummies? HA! Look who's the dummy.

Matt Talbert
Northridge, California

The Honda vs. Yamaha letters appearing in your Mail Entries column are not needed. I believe MXA once said the rider is 80-percent of the bike-rider combination. If you guys would couple your objective tests with a more mature format, you'd have an excellent magazine.

Mike Bresler
Santa Clara, California

HOORAY FOR HOWERTON

We're proud of our Texas boys and feel Kent Howerton is quite a guy. He has come a long way in a short while. Thanks for pictures and articles on him.

The Hewitts
San Antonio, Texas

. . .AND THE DUCK WILL COME DOWN

You guys better stop plagiarizing Groucho Marx or else I'll join a club and beat you over the head with it.

Rober Ragozzine
Commack, New York

Ragozzine, eh? You sound like something I sprinkle on spaghetti. — ed.

LADIES OF THE PADDOCK

I'm an avid fan of our sport. I've got my pro spectator's license, my three-year pit tootsie pin and I aspire to become an honest to gawd powder puffer. May the lord of Mon-tow-kwas spit in hour Oilzum.

Tanya Twistgrip
Alliance, Ohio

Lately my 16-year-old son has been using the term "woofie" with great frequency when referring to members of the opposite sex. When I asked him where he had gotten the word, he referred me to your magazine. I find this word very objectionable, dehumanizing and patronizing. I hope you will give this matter some thought in future issues.

Barbara Demarest
Seattle, Washington

Some thought? Barbara, we give woofies considerable thought. — ed.

I was wondering, how does a beautiful girl go about meeting Brad Lackey? I'd do anything to be his pit tootsie. I'm a good mechanic, a fair rider and *great* after the race!

Joyce Angelos
Mahopac, New York

Why go for Brad? Bazzer's a pushover. — ed.

UNADILLA TRANS-AMA

The chicken at Brook's Bar-B-Q Pit, just east of Oneonta near Unadilla, is outasight.

James Nailor
Virginia Beach, Virginia

FROM AROUND THE WORLD

It is my great pleasure to have an opportunity of sending you this letter in the hope that you would please publish it in your valuable column.

Park Yeong
Seoul, Korea

Motocross is not very popular in Hong Kong.

Dave McKirdy
Kowloon, Hong Kong B.C.C.

I'm Polishman and I'm living in Lodz. I'm collector labels of firms in all the world. Please, dear friends, send me some advertising materials of your company. For fulfilling my petition I thank you from all my heart.

Andrzej Pieluzek
Skrytka Pocztowa 28,
Poland

You get a stickie. Know any good American jokes? — ed.

HOOKED BY SUE FISH

I made the mistake of pickin' up y'all's June issue with the Powder Puffers, 'cause while I was thumbin' through I saw SUE FISH

MOVING?

Use this form to notify us at least 6 weeks before you move. Attach address label from a recent issue, or print your name and address exactly as shown on the label.

Current Address

Name_____

Address_____

City_____ State_____ Zip____

New Address

Name_____

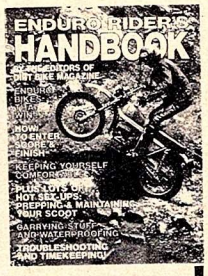
New Address_____

City_____ State_____ Zip____

Mail form to:
MOTOCROSS ACTION Magazine
Subscription Dept.
Box 317, Encino, Calif. 91316

Enduro Riders Handbook

THE DIRT BIKE editors have done it again. They've come up with a masterfully written guide to enduro racing, the equipment, procedures, hot setups, and many other tips that will help you win. Send for your copy of ENDURO RIDERS HANDBOOK today, before they're all gone.



ENDURO RIDER'S HANDBOOK
Box 317, Encino, Calif. 91316

Please rush__copies of the Enduro Rider's Handbook. Enclosed is $1.50 plus 50¢ postage and handling for each copy.

NAME_____

ADDRESS_____

CITY_____

STATE_____ ZIP_____

Dealers inquiries invited. MX 3-1

and fell in love with her, I think. She makes my liver quiver.

Jerry Cifers
Dry Fork, Virginia

RULE BRITANNIA?

I was flipping through some back issues, when what to my wondering eyes should appear but an ad for the AJS Stormer. Having only seen this same page 50 times before, I was naturally curious to see if anything new had been added. All of a sudden, there it was! The AJ had somehow altered its shock location. They seem to have moved about four to six inches up the well-gusseted swingarm. I quickly flipped through the adjoining pages to see if there was a Maico ad where the AJ could have stolen the idea. Nope. Seems to me, considering this is a picture of a stock production bike, all the foof over Maico introducing this revelation in rear suspensions is directed in the wrong direction.

Also, I find it U.F.D. how many people don't know what WFO means.

Clyde Eader
Silver Spring, Maryland

So do we, Clyde. About the AJ: Maico has never claimed to have invented the forward-mounted shock — they just made it work. As for that particular ad, we've been trying to get information about the bikes for some time, but the ad agency which handles the account won't say anything except that they're for sale. They're not even sure when the bike was manufactured. We find that fairly bizarre.

In the April issue's test of the Combat Wombat you stated that there are do-it-yourself modifications for Hodakas. Where can I get information on what modifications can be made and how to make them?

A.C.Craig
Edmond, Oklahoma

Bona fide and warlike Hodaka dealers should have dealer bulletins from PABATCO on how to do the various deeds. If you don't have a dealer in your area, or if he believes in peace in our time, write PABATCO, Suite E, Dept. MXA, 773 Sherman Rd., Athena, Oregon 97813. Tell 'em Mars sent you. *

Fix That MOTOCROSS BOOT

Hang up the Duck Tape and get the job done right.

Like New Hot Set Up **$27.50**

CHECK, MONEY ORDER — POST PAID
C.O.D., YOU PAY

If you've only torn up one boot, send it. I'll put it in shape and return C.O.D. (Nothing will be left undone)

Put "um" in the mail Monday A.M. and get "um" back in time for the next race.

If someone say's "It Can't Be Fixed". Don't you believe it. The Shoeman, been at it a long time. No. **1** in the Biz.

EVERY JOB GUARANTEED!

Cobbler's Bench

30029 RD. 80 VISALIA, CALIF. 93277

Desert Riders — Lightweights — Enduro Riders — WELCOME

(Vibram Lugs Same Price)

COMP CROSS ACCESSORIES

COMP

BEAT THE INFLATION GAME TRY US!

PMC CZ Tanks (silver)	$24.95
PMC Caps	1.50
PMC Mounting Kits	2.20
Norstar Boots (all sizes)	58.95
Bell Super Magnums	44.95
Hallman Touring Visors	2.90
MX Gloves (Green Co)	6.95
Vera's Leathers (lined)	54.95
400/450 Cheng Shin 6 ply	23.95
450/18 Cheng Shin Tubes	3.95
X-long MX Socks (sm, med, lg, xlg)	2.25
Koni Shocks (pr)	48.95
Springs (pr)	10.00

COD's Require 25% Deposit
California residents add 6% tax
(prices good for 60 days)

COMP CROSS ACCESSORIES
P.O. Box 1182
Downey, California 90241

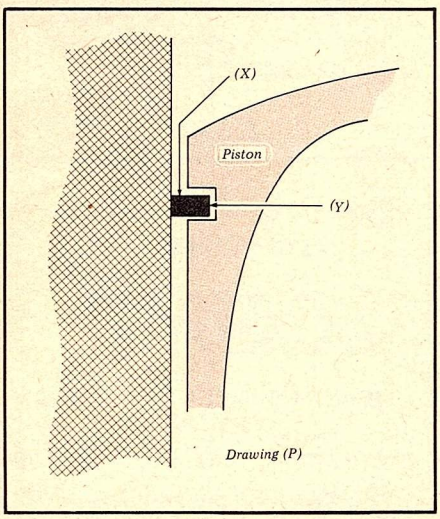
WRENCH WRACING

RING AROUND THE PISTON

What's the difference between a standard piston ring and a Dykes piston ring?

Fred Gobble
Hempstead, Texas

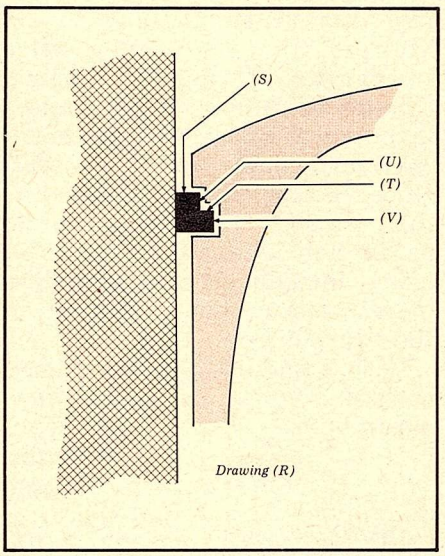
The job of a piston ring is to provide a seal between the piston and the cylinder wall so compressed gasses above the piston do not escape down the sides of the piston. Look at drawing (P).



Drawing (P)

Gas pressure on surfaces (X) and (Y) keep a standard ring pressed against the cylinder, maintaining the seal. At WFO racing speeds when the piston is moving faster 'en hell, inertia forces the ring to the top of its groove as the piston reaches the top of its stroke, cutting off pressure totally from (Y) and partially from (X). Without this pressure the ring loses contact with the cylinder wall, letting the combustion gasses by. The phenomenon, known in snobby technical circles as "ring flutter," can cause loss of power, overheating, piston failure, ring failure, seizure, runny nose and gall stones.

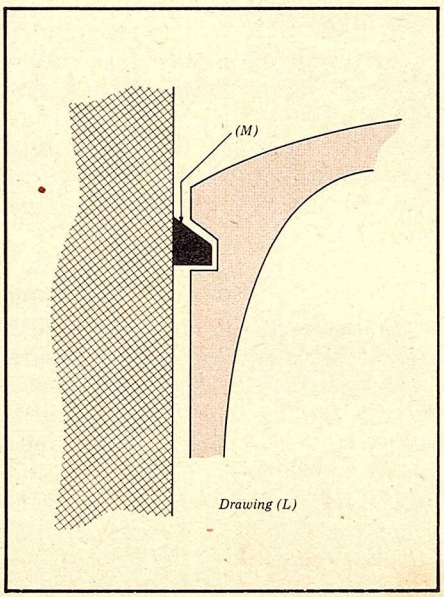
The Dykes-pattern ring is L-shaped and fits into a double groove in the piston. Look at drawing (R).



Drawing (R)

It takes sealing pressure at (S), (T), (U) and (V). Because the horizontal groove is a tighter fit than the vertical groove, when the ring lifts at the top of the stroke it only loses pressure at (U) and (V), leaving enough pressure at (S) and (T) to maintain a seal.

Japanese pistons are set up like drawing (L).



Drawing (L)

The wedge shape maintains pressure (M) during "flutter period," but requires only one groove like a standard ring.

TWIN-PIPE CZ

Does anyone know where I might find parts for a 1967 250 CZ Twin-Pipe? Engine number 968201265.

Jerry Whitley
c/o Carl Ally Inc.
437 Madison Ave.
New York, New York 10022

Wow! A Madison Avenue tycoon with a CZ Twin-Pipe. Heavy.

PING PONG REFLEXES

Want those faster-than-a-speeding-bullet reflexes for motocross? Play ping pong. If you've ever watched a Chinaman play the game you'll know what I mean. It worked for me so it might help you.

Tim Hungerford
Atlanta, Georgia

Tim, don't you mean Chinaperson? I saw Caine grab an arrow in mid-flight on Kung Fu. Try that.

SPRINGS FOR FORWARD SHOCKS

I recently moved the shocks up on my Maico and it works fine except that my rims have been bending and I'm losing a lot of spokes. Should I use stiffer springs? What rate?

Milton West
Round Rock, Texas

When moving your shocks forward and getting that extra travel, you sometimes run into clearance problems, like the tire hitting the underside of the fender/frame before the shocks bottom out. This will cause bent rims and broken spokes. To check the clearance, take the springs off your shocks, remount the shocks and run the wheel up to the top of its travel. If the tire hits, you've got to bend the rear subframe up or get longer shocks.

Tim Witham at S&W Suspension Systems gives us this formula as an aid in selecting a spring rate:

$$R = \frac{my}{4}$$

Trail Riders Special

(while they last)

Long-wearing Pigskin Moto Cross Gloves

Extruded rubber knuckle and thumb protection. Seamless thumb for comfort. Sandstone color. Sizes small, medium, large and Xtra-large.

NOW ONLY **$6.95**

ADD 50¢ FOR HANDLING AND POSTAGE

PLUS PRODUCTS, INC.
P.O. Box 14945 MX3-1
Las Vegas, Nev. 89114

Please send me____ pair(s) of MOTO-CROSS GLOVES, size(s)____. Enclose $6.95 plus 50¢ handling and postage for each pair ordered.

NAME_____

ADDRESS_____

CITY_____

STATE_____ ZIP_____

2 BIG STICKIES

SAY DUST BIKERS — Now you can have MOTOCROSS ACTION and DIRT BIKE stickers printed in two wild dirty colors. MOTOCROSS ACTION orange and black or DIRT BIKE black and yellow; both stickers are 3⅝" x 2⅞". Put one over the dent in your helmet, cover the hole in your gas tank or that ugly spot behind your face shield. Show 'em where your head is at, and put the very famous stickies in an unusual place.

PLUS PRODUCTS, INC.
P.O. Box 14945
Las Vegas, Nev. 89114

Enclosed is my check or money order for: ☐

The cost? A piddling 25 cents each, or 5 for a buck. Or 10,000 for $2,500.

Name_____

Address_____

City_____

State_____ Zip_____

MX 3-1

R is the recommended spring rate, M is the sum of 65-percent of the machine weight and 50-percent of the rider weight and Y is the swingarm length from pivot to axle eye, divided by swingarm length from pivot to lower shock eye. Now, you weigh 140. Your bike weighs 235. Your swingarm from pivot to axle is 18 inches. Your swingarm from pivot to shock mount is 13 inches. Gassit.

M = 65% 235 + 50% 140 = 223
Y = 18 ÷ 13 = 1.4
MY = 223 x 1.4 = 312
R = MY = 312 = 78

You would need something in the neighborhood of 80-pound springs. Maybe. It all depends on what feels good to you. The formula just gives you something to go by.

MORE CONDITIONING

An alternative to getting in shape by digging holes (man, that really chews your lawn apart) is to chop wood with a hatchet.

Mike Williams
Birchview, Pennsylvania

Yeah, but doesn't that chew the woods apart?

KINCAID IS RIGHT

Bill Kincaid, whoever he is (Sept. MXA), told you the right way to recondition head gaskets. *I-T Diagrams, United States Steel*, a book on heat treating all types of metal I ripped from my Dad who works for Bell Helicopter, says: "To anneal any kind of steel or other metal you must first heat to an intense heat for the particular metal and cool very slowly. The metal will then be workably soft." U.S. Steel is right, your Triumph manual is wrong.

Mike Palmer
Fort Worth, Texas

Won't be the first time.

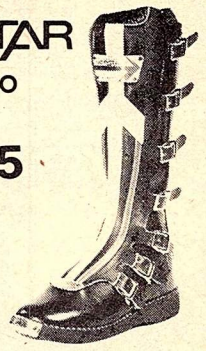
KINCAID IS WRONG

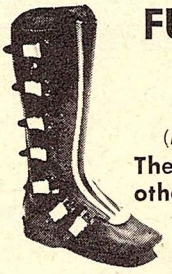
Bill "The Wrench" Kincaid said you can't use outboard oil in your bike. Well, I've been using Union outboard motor oil mixed six ounces to the gallon for two years and I haven't melted a piston. In fact, it runs very clean.

Bob Bellicitti
San Jose, California 95117 *

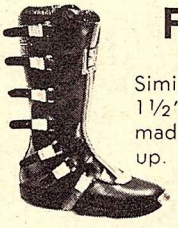
U.S. NORSTAR

MX or ENDURO
SIZES 4-14
$66.95
A GREAT NEW BOOT!





FULL BORE
B or E widths
MX or ISDT
SIZES 5-14
(MX add ½ size)
The boot by which others are judged.
$63.95



FULL BORE
ECONOLINE
Similar to above except 1½" shorter and man-made material from ankle up.
$51.95

MINI-FULL BORE

WHOLE SIZES 2-8
Boys — add 1 to 1½ sizes
Ladies — send regular size
$36.95

Bell 120 Star $57.40
Super Magnum $47.40
(White, Orange, Silver)

Hang Ten® MX SOCKS
Best wearing and best looking sock for the money
Sock Sizes 8-9, 10-11, 12-13 **$2.95**

Genuine Cowhide Belts
SIZES 24-40
Honda **$7.99** Husqvarna
Suzuki Keep on riding Kawasaki
Yamaha Hodaka Bultaco
SHIPPING (UPS) $1.50 boots, $1.00 Accessories
Pro-X Leathers, Blk. Brn., Blue **$57.60**
Pro-X Denim Padded pants **$18.95**
Boys 5,6,7,8,10,12, 14 — Mens 28-42
Oury soft rubber grips, yellow, red or blue **$3.88**

GORDON'S
77 Hudson Plaza
Fairburn, GA. 30213
Phone (404) 964-2572
We are also Distributors

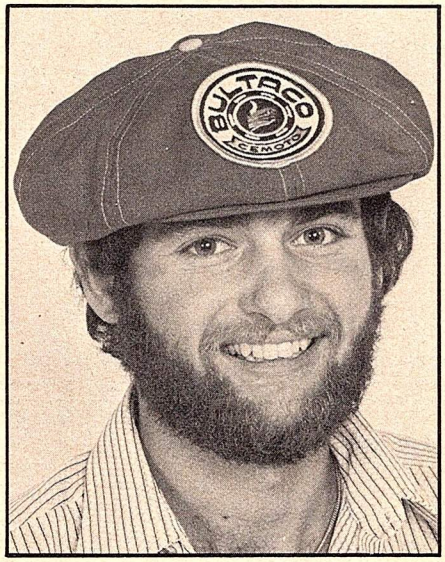
TRICKS FROM THE TRADE

MX GAME

For all you shut-ins with broken legs, broken bikes or broken bank accounts, here's a way to keep your edge when you've got nothing better to do than play games. Play a game. The hot setup for game playing motocrossers is the DG Moto-X Game by DG Performance Specialties, the shop that builds the boss Hondas. Comes complete with jumps, mudholes, hills, eats and dice. It's made of plastic-coated paper so it only costs $3.50, but don't try to water it before the race. DG Games, 1230 West Collins, Dept. MXA, Orange, California 92666.

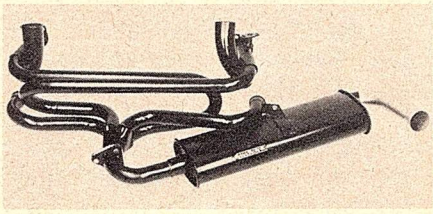
BIMBO BEANIE

Trick! Radical! Bizarre! It's RED! Jim Pomeroy wears one. Jeanette and Harry Linden wear 'em. The question is: What's all that hair doing on Pomeroy's face? $3.95 at your friendly Bultaco parts counter.



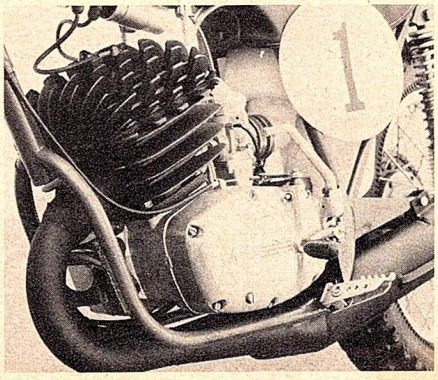
THE PIPE OF THE CENTURY

Egad! This is the trickest pipe we've ever seen. If you can figure out a way to mount one on your bike, who knows *what* it'll do. Uncle Donnie, eat your heart out.



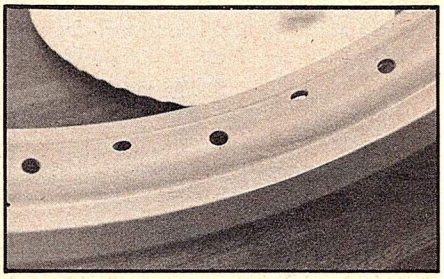
CZ FALTA REPLICAS

Triumph-Suzuki of Pomona, 1090 E. Holt Ave., Pomona, California 91767 builds factory replica CZs with trick everything. We mean *everything*. Just check out the unit in the picture. Neat, eh? You can bet it hauls ass, too. Write T-S of P for more info.



RIM REVOLUTION

Torsten Hallman Racing Inc., direct from their spiffy new HQ at 1490 Fayette Street, El Cajon, California 92020, has developed a better idea racing rim. It's just like a D.I.D. but it doesn't have any bumps where the spokes stick through. This design provides one less nook for mud to pack into, a weight-saver on muddy tracks. TH also has pins bonded to the inside of the rim flange, eliminating the need for rim locks. All mechanics may now cheer.



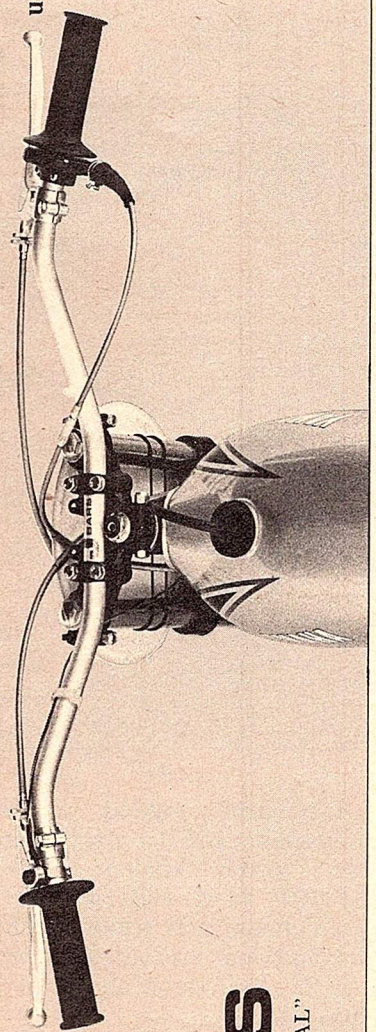
GUARANTEED GLOVE

Outstanding! A glove designed by Rolf Tibblin hisself that's guaranteed for three months against defects in material and workmanship. (That's three months or three endoes, whichever comes first.) Made in Sweden with padded palms and thumbs for your puss hands, the gloves are worn by Joel Robert, Guenady Moisseev, and Rolf tells us Heikki Mikkola wore one pair throughout the entire '74 Grand Prix season. Golly. Get 'em at your dealer. Dealers, get 'em from JT Racing Imports, Dept. MXA, 241 W. 35th Street, Suite A, National City, California 92050.

Malcolm Smith Racing Products Presents

BARS

"BUY THE ORIGINAL"

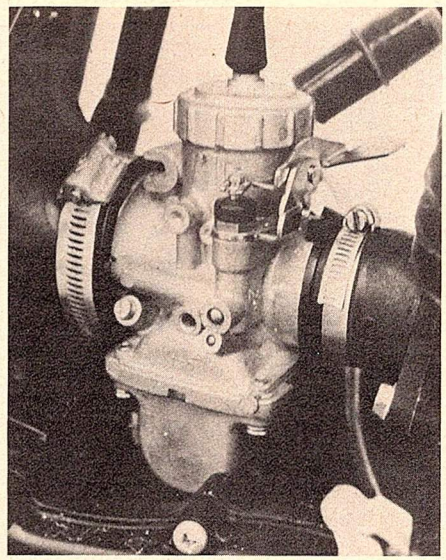


The Original solid aluminum handlebar. Proven to be the ultimate in strength and safety.
Their unique construction takes the jolt out of hard riding through controlled flexing.
Available in 9 popular bends.
For more information send $2.00 for the new 1974 catalog to:
Malcolm Smith Racing Products
P.O. Box 1086, Riverside, Ca.
Authorized Dealer Inquiries Invited

malcolm smith

30 MIKUNI BOLT-ON

The Bazzer rode a CR125 Honda with this 30mm Mikuni and he said it was really boss. Makes the little pooper buzz like a white freak on a roller coaster. For $49.95 you can make your Elsie breathe like the factory bikes. Also available in 34-36mm units for the 250. Cycle Products West, 11900 W. Pico Blvd., Dept. MXA, W. Los Angeles, California 90064.



BX KNOBBY

Be the first in your neighborhood to roost your neighbors. This is the new Goodyear Eagle MX bicycle tire which looks just like the tire Gary Bailey uses on his Bultacos. Available in 20 x 2.125 from your local BX hangout. The blimp is burnt but the Eagle is regal. *

IT'S WHAT'S UP FRONT THAT COUNTS.

No matter how much you put into your engine, if your forks aren't really smoothing out the bumps you're not going to be first at the finish. And face it... stock forks on many bikes really aren't the hot set-up. They bottom out. Or they're too rigid.

Now there is an easy, inexpensive way to realize the full potential your forks have to offer—the "TRICKIT" Fork Kit. "TRICKIT's" exclusive valve design insures that exactly the right amount of oil is transferred... and exactly when it's needed. The result is the best damping, the smoothest, easiest, fastest ride possible.

Easy installation and precise instructions, too.

Kit No. 133 Yamaha, Suzuki, Kawasaki 100, 125, 175 & 185cc	**$9.95**
Kit No. 233 Yamaha, Suzuki, Kawasaki 250, 350, 360, 400 & 500cc	**$9.95**
NEW Kit No. 333 Kawasaki KX 250	**$14.95**
Kit No. 433 Kawasaki KX 450	**$9.95**
NEW Kit No. 633 1975 Kaw KX 250 & KX 400	**$14.95**
Kit No. 166 Super **new** pressure seal kit for Koni Shock Absorbers!	**$14.95**

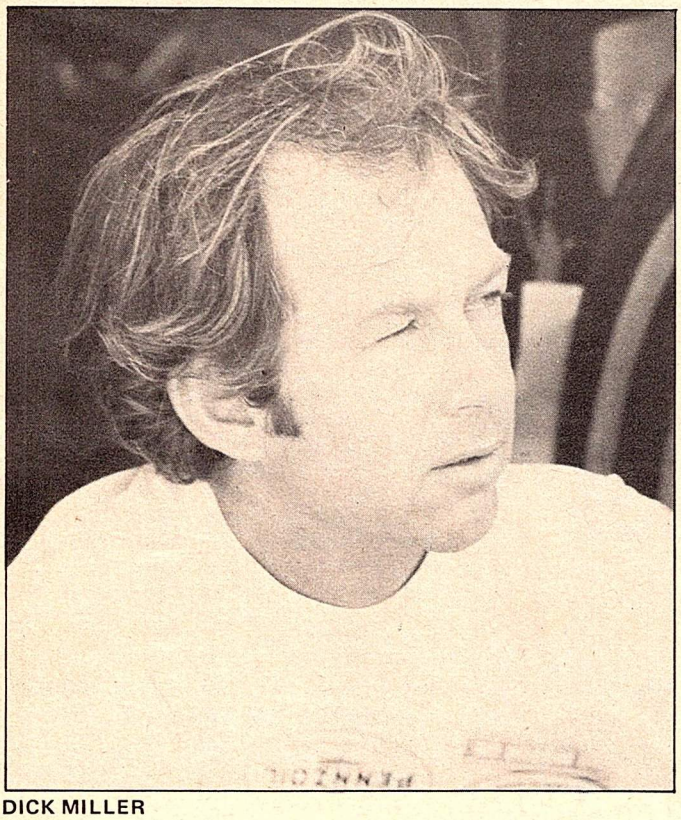
Plus 50¢ handling charge.
California residents add 6% sales tax.

DEALER INQUIRIES INVITED

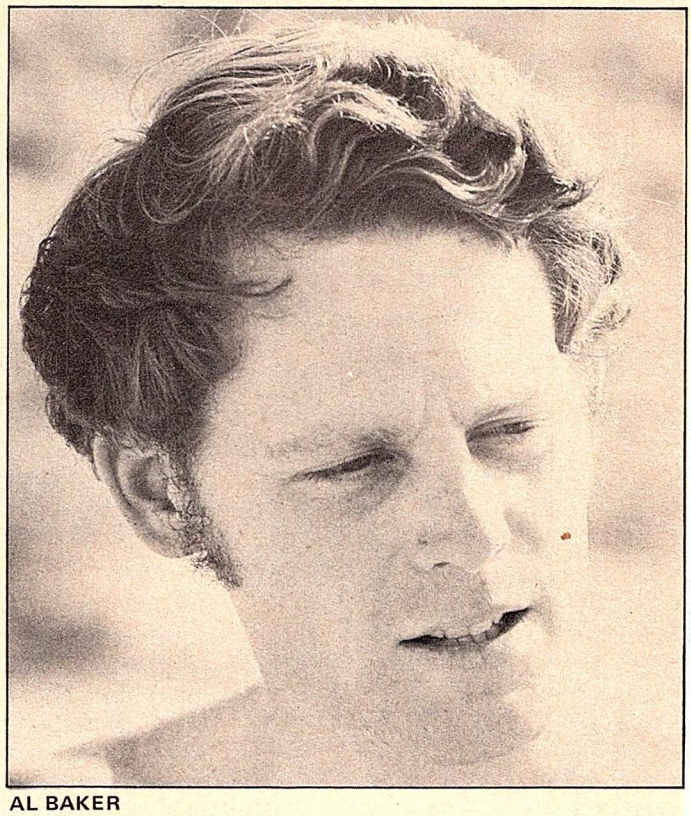
Number One Products
11509 Bexley Drive, Whittier CA 90606

INTRODUCTION
WHAT'S NEW AT MXA

By Paul Boudreau



DICK MILLER



AL BAKER

Happy New Year. And, as tradition goes, this is when we ring out the old and ring in the new. Ring.

Meet Dick Miller. Dick is the new Editor of MXA, taking over from Mike Kerley, who lit out for Canada to become editor of *Cycle CMA*, the official Canadian Motorcycle Association publication. If the name Dick Miller strikes a familiar note, it's because he's been in motocross as long as motocross has been in the United States. A former professional bowler (he's a little weird), Dick teamed with Torsten Hallman and Edison Dye to promote the first European motocross in this country back in 1968, when most of us were still skiddin' around flat tracks on our smooth-tire Bultacos. Later he worked as national sales manager for Hercules Distributing and recently as editor of *Big Bike* magazine. A few times a year, Dick and his buddy Preston Petty like to go down the Baja and race a 125cc bike for about a thousand miles. (O-oh, *that* Dick Miller.) Yeah, and I'll put him on a motocross course with any editor in the business and he'll *smoke* 'im. All 'cept me, of course. (Oh yeah? — ed.) (Yeah. — ass. ed.)

Dick brings with him Al Baker, who joins the staff as test consultant, something we call the guys we go riding with, replacing Ken Zahrt, who since graduating has taken to racing full-time. If you read the full-page ads in *Cycle News* you know Al teamed with Steve Holiday on a Honda 250 entry to win the Baja 500 this year and soloed a factory Kawasaki 450 to first overall in last year's Mickey Thompson SCORE race. He's got an ISDT gold medal and a bunch of AMA professional motocross paychecks. At 23, he's done and won about everything.

Due to the underwhelming response of our readers, Jeff Smith's column "Check with the Champ" will be dropped.

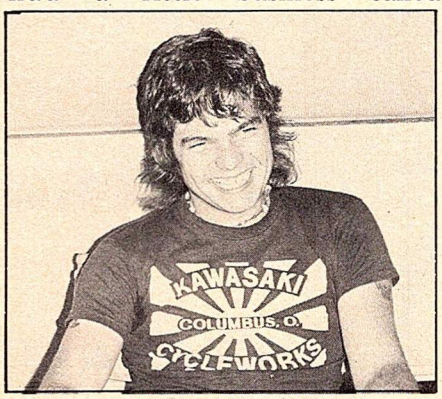
Additions to the editorial department include Holbert Holquist and Ardimos Mierstedt. Holbert will be running around the industry digging up hot poop for our "Dirt" column and Ardimos will be handling the wrenches in our "Wrench Wracing" column.

I think this year we're going to have a lot of fun. *

MX PEOPLE
WHIPS
Little things about people who make motocross neat

JIM FELT

The man behind Jim Weinert and his big-bore Kawasaki is a young mechanic with talents for keeping a motorcycle shaped that belie his 20 years. Jim Felt, or, as his friends call him, Commander, was making motorcycle parts when he was 16 years old. He built the first CZ downpipe and had a little business called



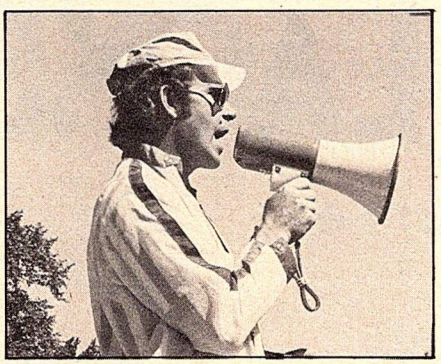
Moto-products. He set up dual ignitions and did a lot of custom porting.

He also did quite a bit of racing, mostly in the 125 class. He rode and raced Puch, Penton, CZ and Maico and won quite a few races as a 125 expert.

When Kawasaki hired Jim it was to work on DeSoto's bike. After about four months he started working with Al Baker and Peter Lamppu's bikes. When Baker broke his leg in Talledega, Tim Smith, Kawasaki racing manager, instructed him to work on Weinert's bike. Until that time Weinert had been having his problems. Weinert won the first moto with Jim as his mechanic and took second in the other. After that Weinert wanted Commander for his own and Kawasaki gave the OK. Kawasaki sent Jim with the U.S. Motocross des Nations team — consisting of Weinert, Lackey, Pomeroy and DiStefano — to Sweden. Weinert won the AMA 500cc National Championship. He's very happy with Jim Felt.

CHUCK McCALL

For the last few seasons the notorious Light Brown Lancione has led the fight for law and order at national and international races as official AMA referee. This year Chuck McCall tossed off the cushy home life of Union Lake, Michigan, to strap on the six-shooter and pin on the tin star of AMA ref. You couldn't ask for or get a better man for the job. To be the ref, the man that watches over the promotion and organization, handles the gripes, sees to the tracks, figures the points, handles the payoff and generally plays momma for the hundred or so riders that follow

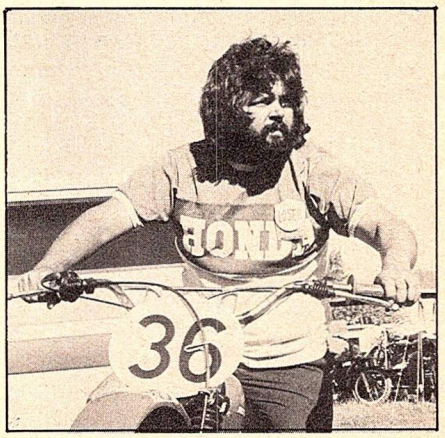


the AMA professional motocross circuit, you've got to know what you're doing. Chuck learned by going to school, last year riding the grueling 250 Trans-AMA support class the hard way: self-sponsored out of the back of a van.

At Snake River Chuck worked his ass off for two weeks in preparation for four solid days of motocross. Among other things, he got punched in the mouth by a mad dad. And on the last day of racing when he should've been totally wilted by the pressures and hassles of being the guy in charge, he stood beaming by the finish line caught up in the excitement of the race, perhaps suppressing an urge to jump up and yell, "C'mon Brad!" Instead, he turned to a tired photographer and blurted out: "Isn't this *bitchin'*?"

STEVE WHITLOCK

Honda had yet to develop a competitive 500 class bike. Their RC-250 prototypes totally dominated the 1973 season and the new-red-framed, gas-suspended 250s were the hottest units in 1974. The L.A.F.D., a name given to the Smith/McDougal/Bower/Boone team that annihilated the 125 National Championship series



on the fire-engine-red prototypes, spoke highly of Honda's small-bore development effort. But still the 360, 400 and 450 prototypes had failed to make a dent in the open class competition, and with the Trans-AMA coming up, something had to be done.

An idea kicking around American Honda for a while was to build a racer around the rugged XL350 four-valve, four-stroke powerplant. Enter Steve Whitlock. Picked up from Kawasaki where he prepared and maintained the outrageously sanitary triples of road racing star Yvon DuHamel, Whitlock went to work perfecting the thumper. Stroking the unit to 410cc, thereabouts, lightening the valve train and getting it to breathe, Steve brought the mill up to power. He then fed it into a specially-made C&J frame hung on RC Honda gas suspension and slid the creation under Rex Staten. Weighing around 227 and developing under 30 horsepower, the four-stroke nonetheless puts it all to the ground, and the ominous thunder belched out by the Bassani "Cannon Pipe" gives Rabbit Rex a psychological advantage he'd never have with a screaming two-stroke.

After working on the incredibly complex road racing iron, Whitlock says shaping a motocrosser is "like taking a vacation." *

Peer, Belgium
August 18 or 19?

Dear Baz,

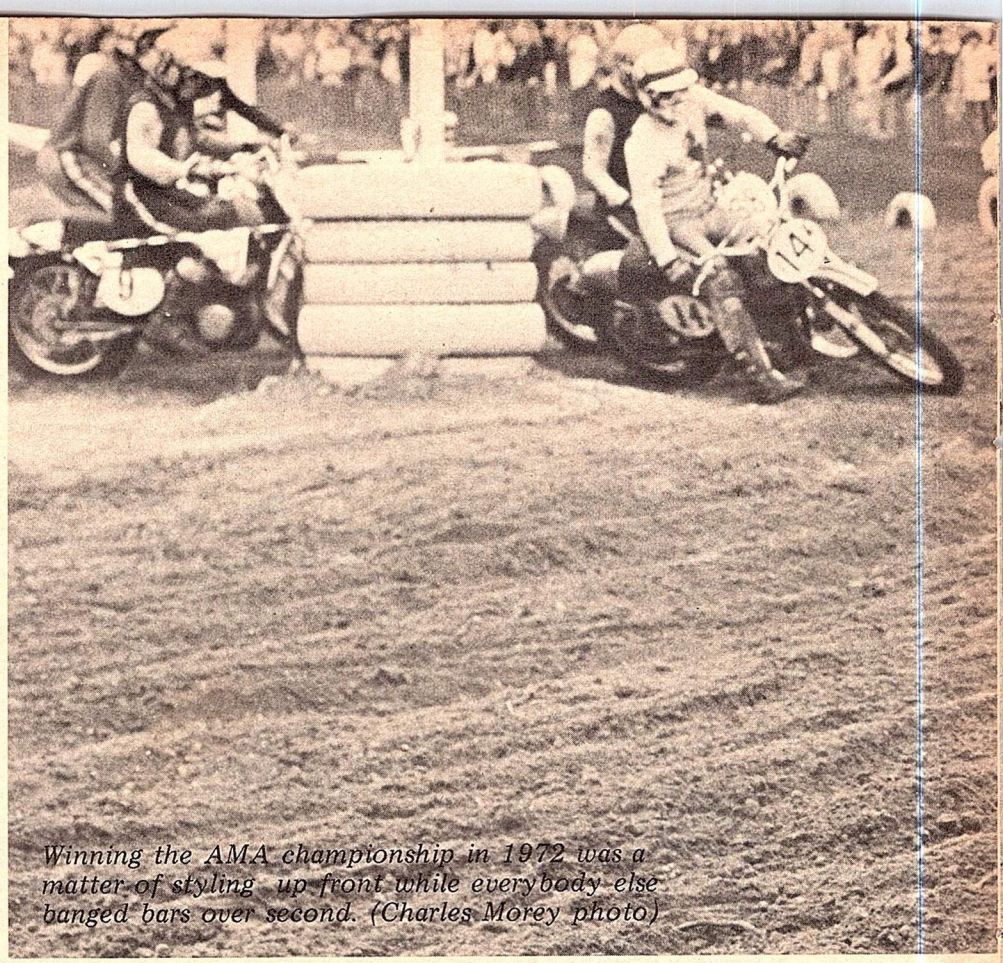
As promised, here is Part I of the Lackey interview and some photos. I'll send Part II in a couple of weeks.

I'll have to let you guess about who's who on these negatives. Generally, Brad is the Husky rider wearing the Stars and Stripes and the girl in his lap is Gerrit's wife, but I can't remember her name. The shot of Brad pointing to his fizzeled Femsa ignition might go better with next month's Part II 'cause that's where he explains it.

Jeeze, am I horny. I was all set to go to Sweden but somehow I got stuck in Northern Belgium. There's a difference.

I have a vague idea for the DeCoster-Mikkola story from the last two GPs like we talked about, but I don't know when I can do it. Anyway, peace, love and give my regards to Redondo Beach.

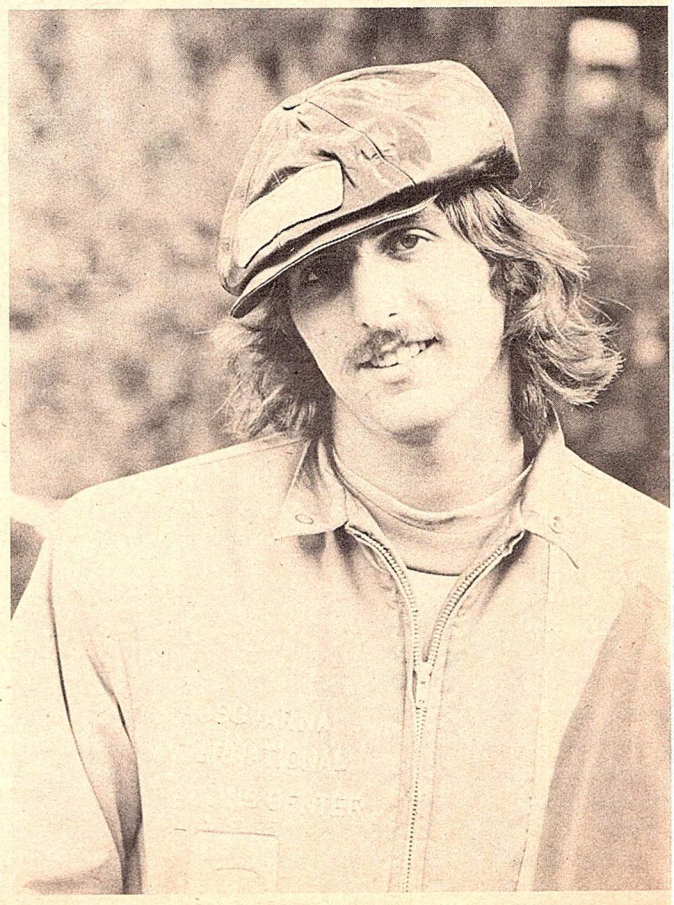
Terry



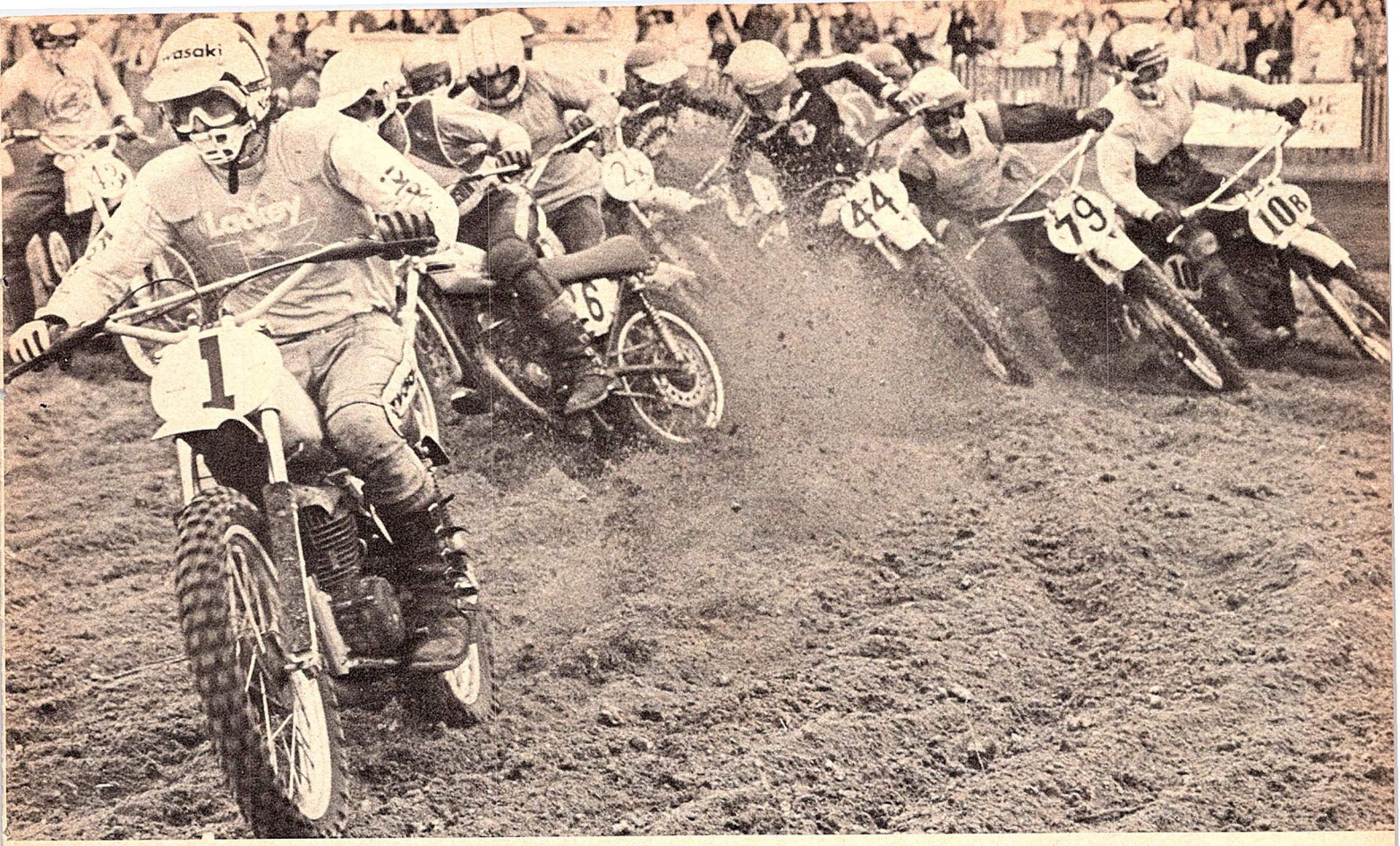
Winning the AMA championship in 1972 was a matter of styling up front while everybody else banged bars over second. (Charles Morey photo)

BRAD LACKEY *PERSONALITY*

A young dude from a bucolic town in Northern California spends his time shuttling back and forth between America and Europe as a professional in the most demanding form of motocross: International Grand Prix.



"Aw, Trans-Am races, they're not so hard. There's a lot of difference."



He is widely acknowledged to be the cream of a large and maturing crop of American motocross racers, the hero of the pop culture surrounding and supporting the sport, and yet he hasn't been in the professional limelight of his own country in nearly two years.

Brad was American Champion back in 1972 but since then he has abdicated the crown by not competing in the American series. Instead, he has concentrated, no, devoted *his efforts to a dozen or so races each year, the Grand Prix events in which the world's toughest, most talented riders vie for the ultimate prize in motocross: the 500cc World Championship.*

Grand Prix racing is paradoxical. The courses are more difficult, the competition is the finest in the sport and yet the tangible rewards, start money and prize money, are less than in many smaller, less important races. And for an American, bursting his heart to finish in the top ten, there is little glory when the world is watching the duel for Number One.

But Grand Prix racing offers rewards for Brad that he can't find elsewhere.

His first European experience was in 1971 when he was sponsored by the CZ factory in the 250 class. He finished out of the points that season, but got that important taste of Grand Prix racing.

The next year Brad signed with Kawasaki to develop and promote their new entry into the American motocross market and won the AMA Championship, but the next summer he was back in Europe living in a rented house near Tremelo, Belgium, suffering cold showers, foreign food and struggling around the circuit with inadequate equipment and preparation. The good times did not roll!

This year Brad is being fully supported by the Husqvarna factory.

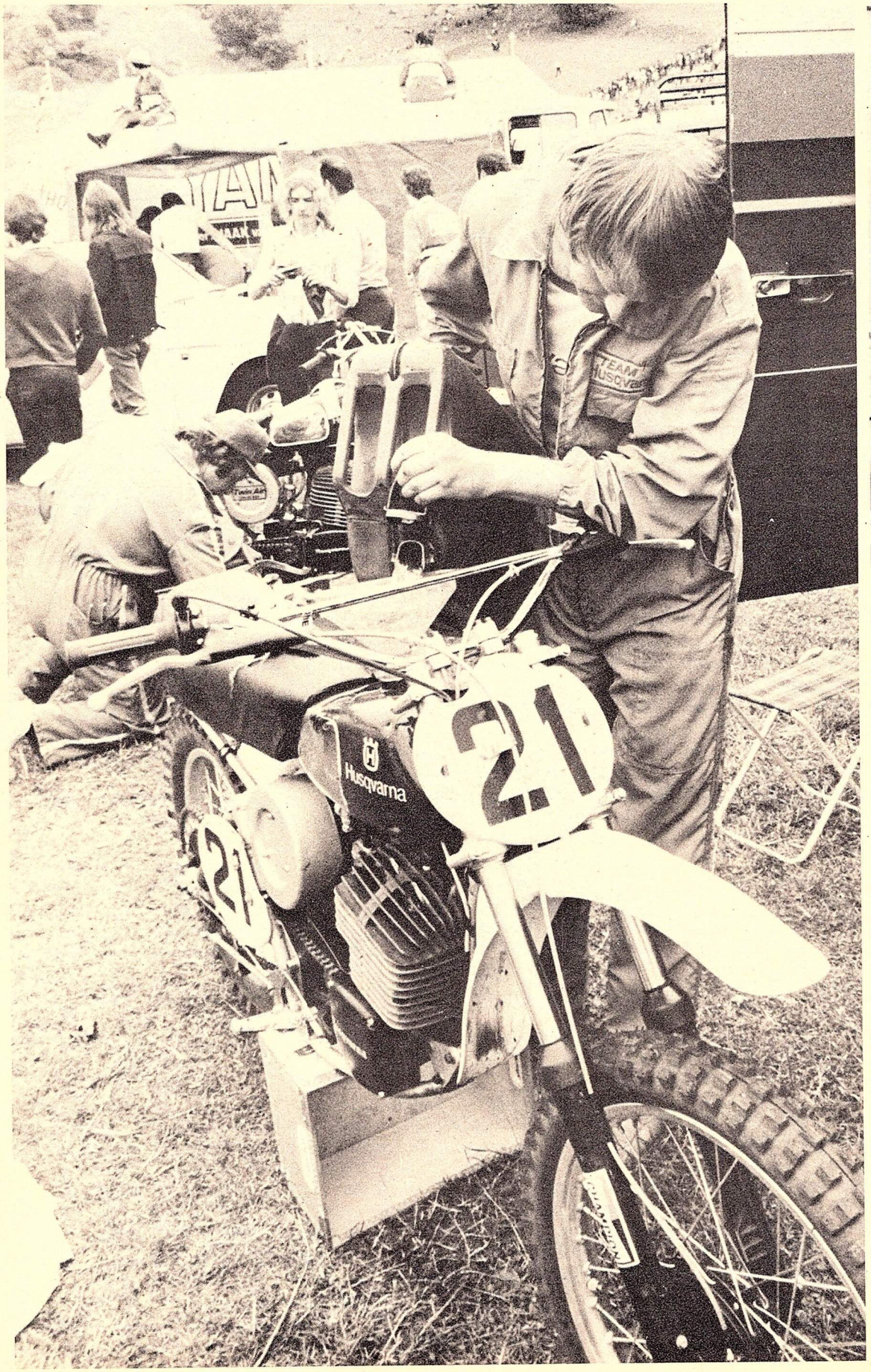
He is widely liked in Europe for his direct, straightforward personality, and is admired for his ability to keep moving, racing and traveling for days at a time, sleeping away a full day and being wide open again on race day. Total dedication to his all-consuming task makes him a bit one-dimensional, but when you're young and shooting for the top, that dimension becomes the life force.

When he is talking, Brad talks like he lives, fast and nonstop. His conversation is a long series of ideas joined more by thoughts than words. We sat in Brad's tired and dented BMW, parked in the Husqvarna pit, the day before West Germany's Grand Prix, while the young American pieced together his plans for the next few weeks.

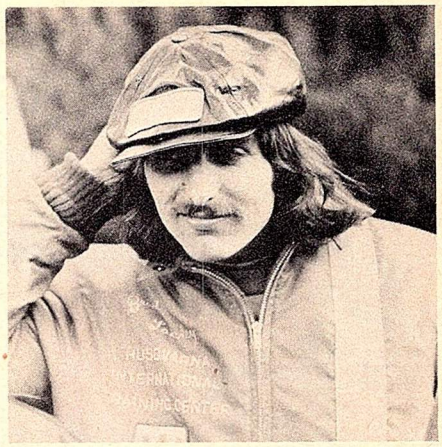
BRAD: . . . after which we go to Belgium either Sunday night or Monday and gas it on a plane to New York and back to California to go to the Superbowl Saturday night (if I get the start money I should be getting). Then the next day is Sunday and I don't think there will be a race, so I'll leave L.A. and go home for about four days (for the first time out of the year) and then go up to Salt Lake City that weekend and run the Inter-Am up there before I come home for a couple more days.

Then I'll leave Friday night and fly to England for the English Grand Prix and stay there Friday, Saturday and Sunday, and leave Monday and fly home from England to Los Angeles polar route and get home as soon as possible. Monday is my birthday so we'll have a little party. Roger

Brad gets complete support from Husqvarna. "It's excellent. Anything I need, anything I want is all taken care of."



Brad spends much of his time in Europe with friends like Annake and Gerrit Wolsink.



"I kind of learn things day by day and then I kind of forget them day by day."

is going to stop by; Heikki, Gerrit, everybody. So we'll have a little get-together and then try to recover before Carlsbad. Then I'll go down to Carlsbad, ride the all-time Grand Prix, and after that there is one week before I have to be back in Europe for the next Grand Prix, so I'll probably just take my time on the way to New York and stop in Ohio for the next Inter-Am that next Sunday, and from there go to New York and then over to Holland and stay at Wolsink's house for a few days and ride the Dutch Grand Prix and then Belgium and Luxembourg.

After that it's the Trophee and

"If I want them to leave the bike alone, I tell them to leave it alone and they leave it alone. It's excellent."

Motocross d'Nations if me and Jim Pomeroy can talk to some of the riders while we're home and see who wants to go and try to put some good teams together so we can really gas it and do good this year.

If nobody's interested or if we can't get anybody, we'll just pass on that and fly home right after the Luxembourg Grand Prix and maybe have a couple of weeks at home before the Trans-Am starts. But if we ride the Motocross and Trophee d'Nations, we'll have to stay until the middle of September, and then the Trans-Am starts so I'll have to go right from Europe back to New York and be there for the first Trans-Am.

TERRY: Did you say that next week will be the first time you've

"That's what motocross is all about to me, making it hard. If it gets too easy, it's no fun."

Brad showed his stuff to the American audience at the USGP, scoring fast time in practice.

been home since the season started?

BRAD: Right at the beginning of the year I was home for about two weeks in January and then I went to Sweden for the training camp and I've been gone since then. I wasn't planning on riding the Superbowl and if I didn't go home for that I would have just stayed here for the Grands Prix and Trophee and Motocross d'Nations and then started the Trans-Am. The only time I would have been home again would be at the end of

"It's impossible to worry about your money over here because you're getting ripped off every ten minutes and at the end of the day you can't figure out what happened."

the year in December, three weeks out of the year at home.

TERRY: You are driving all over the United States and Europe and flying back and forth in jetliners and racing every Sunday. How do you get the energy to keep on the move like that? Don't you get tired of traveling?

BRAD: Aw, you get used to it after you're doing it so long, and if you just sit in one place for a week you get tired of it now, you know?

TERRY: Do you find it's a lot more trouble to come to Europe and race? Is it more difficult to get from place to place and handle the money and handle the contracts and all that stuff?

BRAD: Oh, yeah. If you're traveling you've got to change the money three times a day to a different kind and you're always getting ripped off and you're losing some everytime you're changing it. It's impossible to worry about your money over here because you're getting ripped off so much that, you know, you're losing it every ten minutes and at the end of the day you ain't got nothing left and you can't figure out what happened.

TERRY: What other kinds of hassles do you have to put up with over here that you don't have to at home? Just finding your way around is tough enough, isn't it?

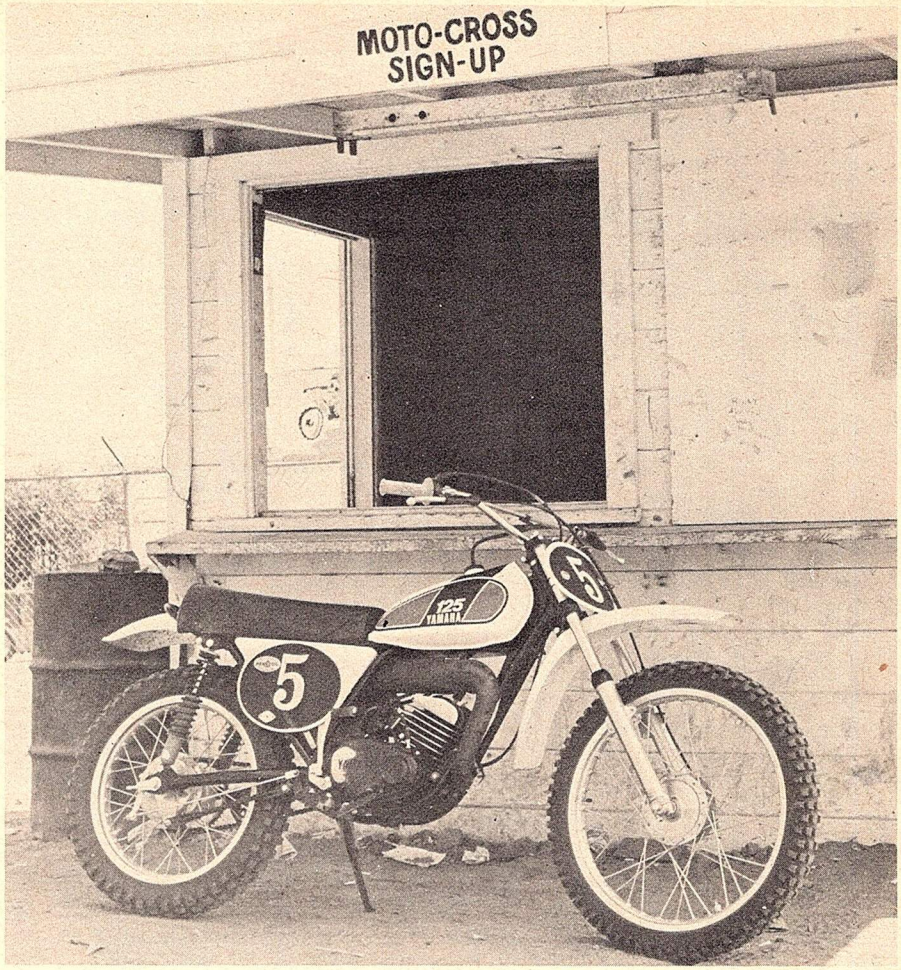
BRAD: Yeah. So far this year all the Grands Prix have been at little tiny places. The nearest city is maybe 100 kilometers away. It's

Cont'd. from page 62

Muttais photo

This test was full of surprises. Good ones, bad ones, but nonetheless, surprises. Of course, this keeps our tests interesting, which in turn keeps our test crew awake. In the case of the Yamaha 125B, keeping interested looked like it was going to be a problem, because we already tested the bike last year in the form of the Yamaha MX 125. All except the paint, which is new, new, new for this year. Testing paint is real easy: It's white with red and black and it looks boss.

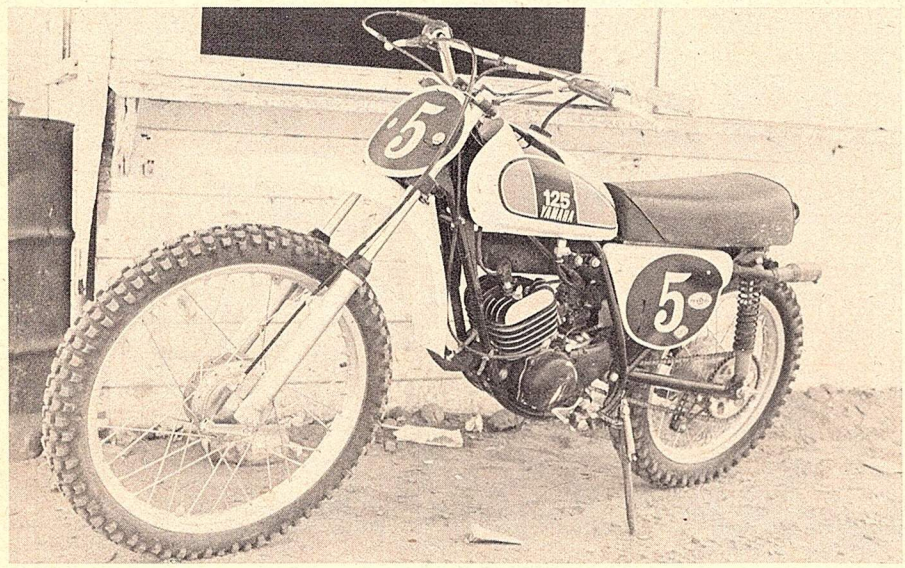
We got the bike brand-new, which was excellent because that way we could check it out right from break-in. Standard Yamaha, double downtube frame, full reed valve induction, oil injection, Thermal shocks, burnt air box, squirrelly tires and reliable as a falling brick. The Yamaha MX comes with a reputation of being preferred by some over the YZ because of its reliability, its iron sleeved barrel which can be bored and modified, and its beautifully spaced gearbox, things not found in the quicker YZ.



RACE TEST

YAMAHA MX 125B

Sure looks familiar, but it goes a little better if ya love it a little bit



Our Yamaha produced good motocross power, although not a whole lot of it.

In showroom stock condition, the bike is absolutely impossible to race. Like in a bad dream, you're pedaling as fast as you can but you're not going anywhere. Taking the Yammie out for morning practice is like diving into Friday traffic with a golf cart. Little six-year-olds come whizzing by on their minis giving you dirty looks as you maneuver your moving obstacle around the track. Girls on 100 Hodakas clank you in the turns and roost you on the straights. Finally the flagman gets infuriated and waves you off the track.

Back in the pits you re-evaluate the situation. What is wrong with this motorcycle? First off, it's got a bad case of the slows. You take it down the gassit road by the pits. Beerrrrrrrrrrip, beerrrrrrrrrrrip, beerrrrrrrrrip. Street gearing. That's gotta go. Going from the stock 15-tooth countershaft

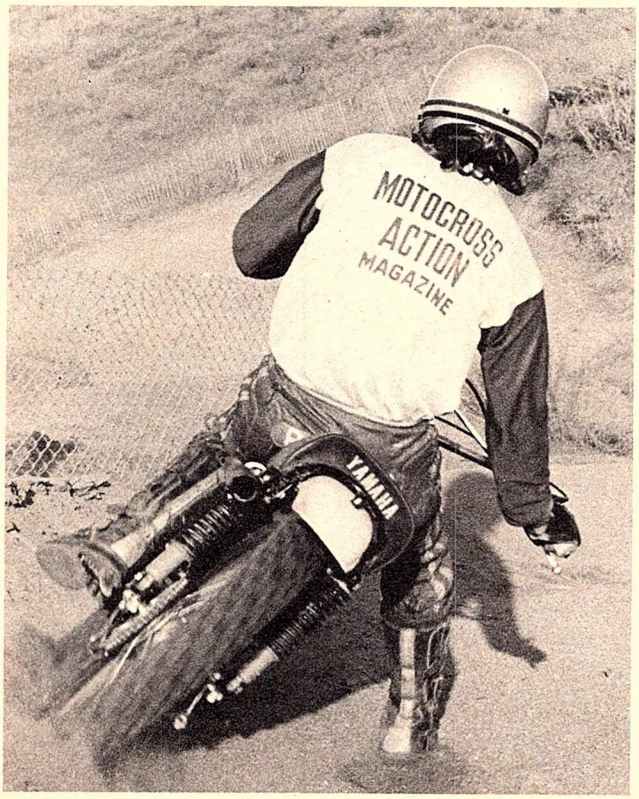
sprocket to a 13 gets you in pretty good shape for most tracks, but keep a 12 handy for hilly courses.

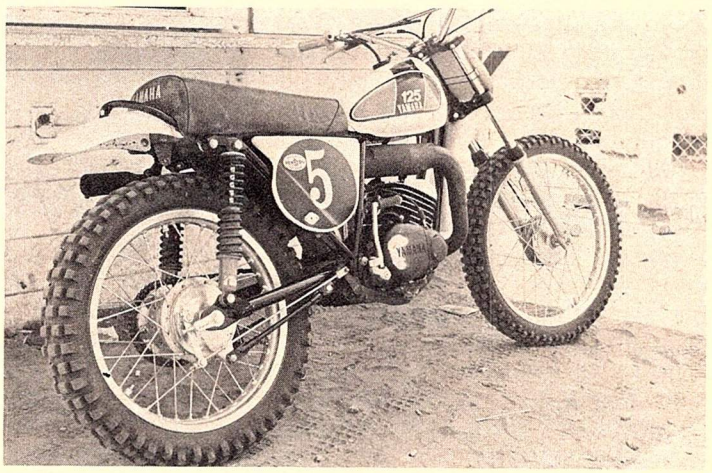
Next you work on the motor. It sounds like the spark plug is taking quite a load. Like the YZ, the MX seems to take forever to clean out. Putting the fix on this situation was a simple matter of sticking a hotter plug in the extra plug hole and running on that one 'til the motor got up to temperature, then switching to the main, center mounted B-9EV for the race.

The Yamaha owner's manual recommends pre-mixing the fuel at 30:1 in addition to the Autolube system. The combined oil input socks the spark plug at a 15:1 ratio, roughly twice as rich as you would normally use when racing. This makes for very high piston and head temperatures and very low combustion efficiency. To get things running a little crisper we switched to straight gas in the fuel tank and let the Autolube take care of the oiling. This seemed to have no adverse effects on engine life.

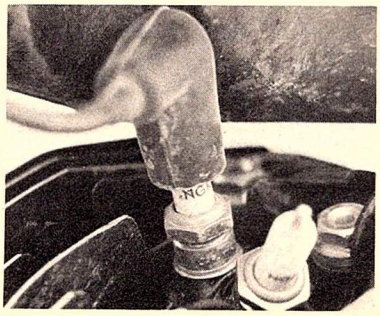
Finally, there's a little doodad at the end of the expansion chamber known as the Krizman spark arrestor. This little propeller-like device is neat to have if you go trail riding and run into a forest cop, but if you ride

It took two teeth lower on the countershaft to buzz the Bazzer off the line.

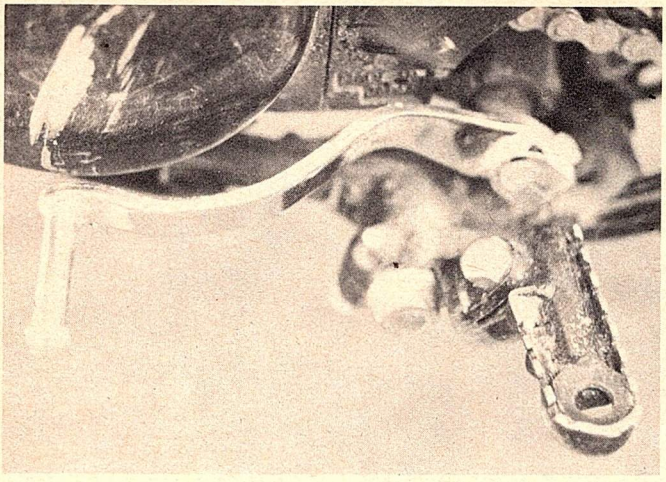




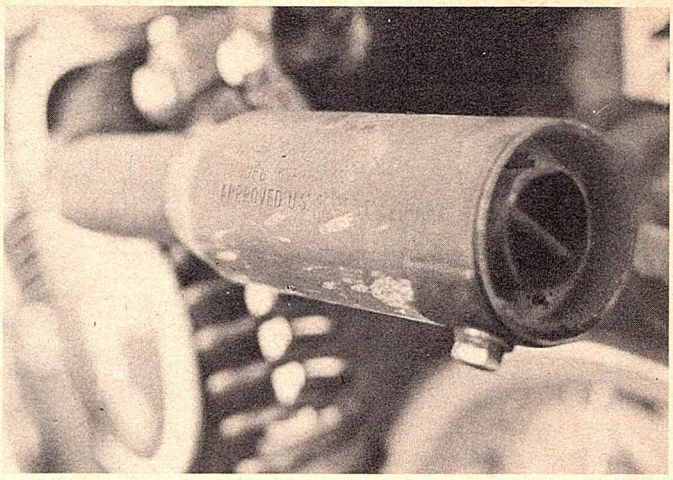
Spiffy-looking scooter, but the stock rear shocks had to go. These Boges worked mighty fine.



We filled the blank plug in the head with a hotter plug and then switched to the center mounted B-9EV to race.



This little shifter took a lot of abuse being bent and twisted, but it came through like a champ and never broke.



Number one, we kept losing the screw and the silencer it holds till a bolt was used. Number two, we knocked out the spark arrestor for MX use.

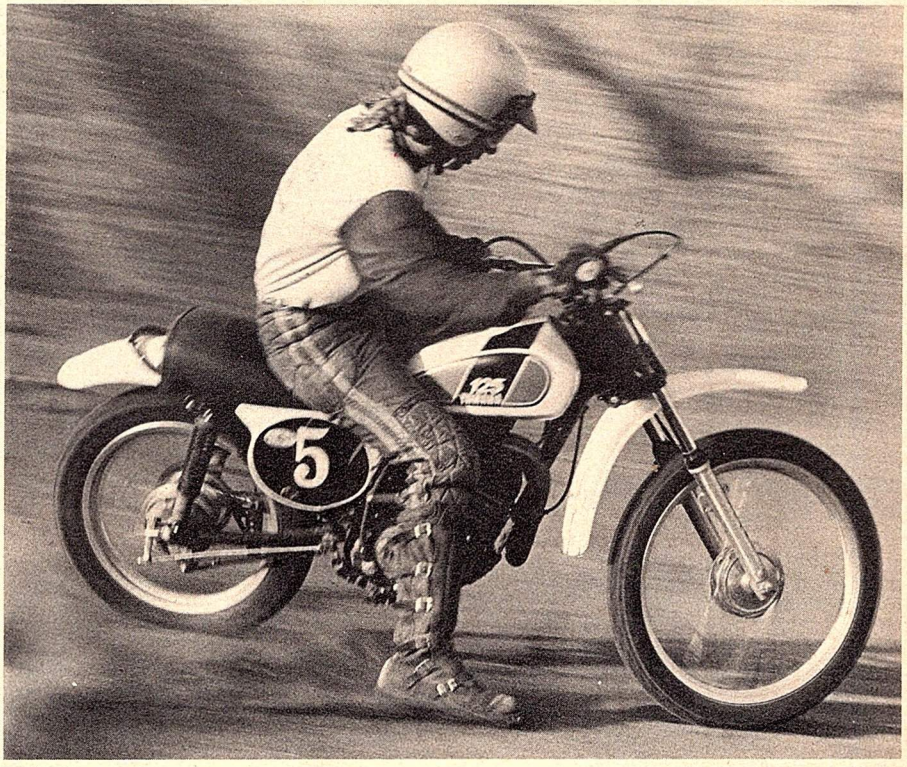
strictly motocross it is of no use and screws up the exhaust flow. It's welded inside the stinger right in front of the removable rear baffle. We took out the baffle, inserted the official MOTOCROSS ACTION broom handle and gave it a few whacks 'til we felt it break loose. Starting up the motor and holding it wide open for a few seconds usually fires the little booger out. In fact, if you're clever you can perform this operation while aiming it at your favorite competitor as he bends over to adjust his chain.

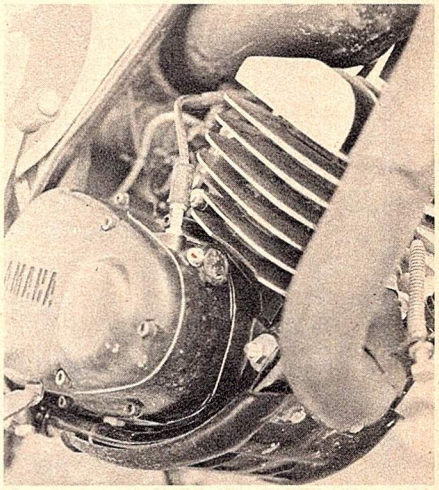
A fine tune on the carb and a check of the ignition timing shapes the stocker for racing. Once you perform all these rites, power isn't all that bad. It's got plenty of mid-range for a 125 and can really get you out of the corners with a punch. On a tight track you can put the torque to work as long as you keep stabbing the shift lever. However, on long straights, especially uphill ones, you can expect to get eaten alive by the Hondas, Kawasakis and even a Suzuki or two.

But don't worry. You can beat 'em. Just hold that throttle wide open. You're better than they are, remember? Gassit.

Hey, one thing that makes the little Yamapooper warm up to you is the reed valve. Some people are down on reed valves, others swear by them. We can tell you one thing: In the next few years reed or rotary valves, whether full induction or case induction, will be standard on most two-stroke racing engines. In fact right now only Suzuki and Maico, among the majors, haven't used induction valves on their race bikes. Reeds can't add power, they can only make it different. They can start the powerband earlier and hold it at its peak longer through the rev range. Our Yamaha produced good motocross power, although not a whole lot of it, and it never, ever loaded up, something that was a welcomed relief after testing the Honda and the Suzuki.

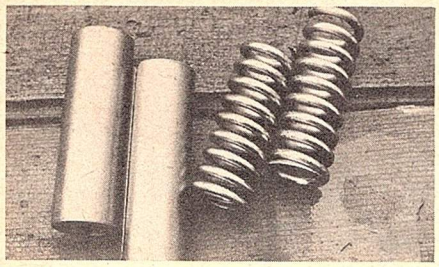
But power can be had from the Yamaha, quite easily. The stock pipe is atrocious. An internal mesh silencer really fouls up the works. A good pipe man can give you an excellent power curve with a well-designed unit and you don't



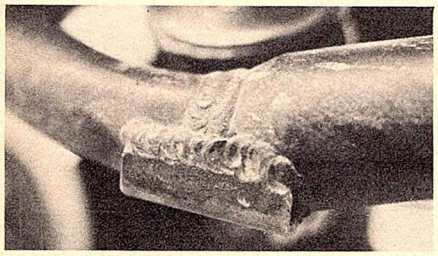


Using pre-mix and auto-lube gives you a fat 15:1 ratio.

MOTOCROSS
ACTION
MAGAZINE



Webco booster springs for an AT-1, shortened, replaced the spacers in our forks and helped them a bunch.



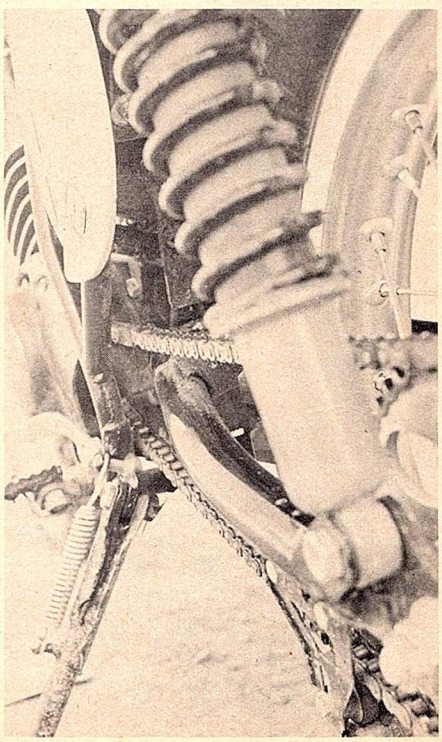
This year's pipe broke in the same place as last year's and we reinforced it after it was put back together.

even have to mess with the ports. If you want to get fancy, shaping the transfers to conform with the base gasket (same as the YZ) and polishing the exhaust is all you'll need to do. If you do go with a trick pipe, we suggest you stay with the up-and-over type, as this keeps it from getting those power-robbing dings. But power doesn't mean a thing unless you can get it to the ground and keep the bike in a straight line.

That's where suspension comes in. To put it mildly, the Yamaha suspension leaves much to be desired. Five hot laps on a stock setup and you'll be in the pits poking, prodding, feeling and head-scratching trying to figure out why that unit is going everywhere but where you point it. The Thermal shocks, newly sprung for '75, are null and void, nil, nolo, out to lunch and completely without socially redeeming significance. At least ours were. We know guys who won't use anything else, but we also know guys who've cried themselves to sleep every night trying to get them to work. We did it the easy way: bolted on a set of 13-inch Boge/Mulhollands, standard damping with 60-pound springs. That made a big improvement in the smoothness of travel but the flexy swingarm still kept the back end wagging like a delirious puppy.

One of the big problems with the forks was easy to spot. Although they carried almost six inches of travel, four of them went away when a 150-pound rider climbed on board. A look inside revealed four-inch tube spacers pre-loading a set of short, flimsy springs. What Yamaha is trying to tell you is that they haven't spent any time developing a set of springs for their MX 125. They merely tossed in something they had lying around the factory and added a spacer to make it fit. Pretty grunt if you ask us.

To make the fix we dug up a set of Webco booster springs for an AT-1 and stuffed them inside in place of the spacers. That was too much and it made the forks top out violently. With a little measuring and some guesswork,



Swingarm was flexy, flexy.

Next Month NOGUCHI: Is it radical or rip-off?

we found using half a booster spring got us pretty close to where we wanted to be. Tell you one thing, cutting a spring in half with just a set of vice grips and a hacksaw is a major.

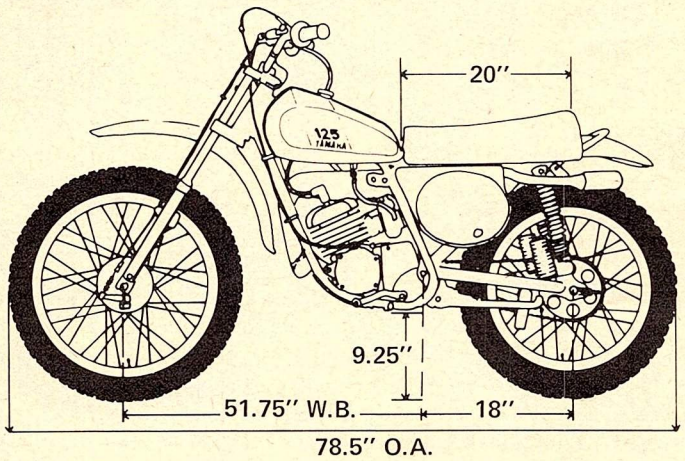
Sprung thusly it didn't top out, felt soft enough and only bottomed five or six times a lap. As always, you encounter the "get what you pay for" syndrome with Yamaha suspension. The impreciseness felt when skittering through a bumpy turn comes from loose tolerances within the forks, axles and swingarm. Getting off the Yamaha and onto the Puch was like going from night to day. Where the Yammie was all over the place in a given turn, the Puch nailed it dead. Riding the Yamaha, especially in a race where you're dicing with a buddy or gassing it by a group of foxy-looking spectators, you sure look like a squirrel sometimes.

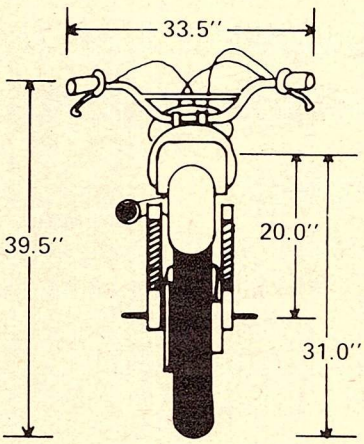
Living with the bike has its ups and downs. Like last year's model, the chain kinks up right off the bat. Those D.I.D. standards just don't cut it. A good race bike should come with a D.I.D. TM-style chain. Servicing the air cleaner is a major, unless you know a little person about four inches tall who can stand inside the filter and hold the mounting stud straight while you put on the top cover. Even if you get it all shaped, dirt finds its way in and sticks the throttle occasionally, just like last year's. The tires are burnt. The plastic fenders and side covers are super-boss. You can tie 'em in knots. Controls are excellent. We bent hell out of the giant shift lever but it always bent back without breaking. The tank is light and the seat is super-light. Brakes, especially the front brake, are superb. And just like last year, after the first dump on the left side, the silencer breaks off and has to be rewelded.

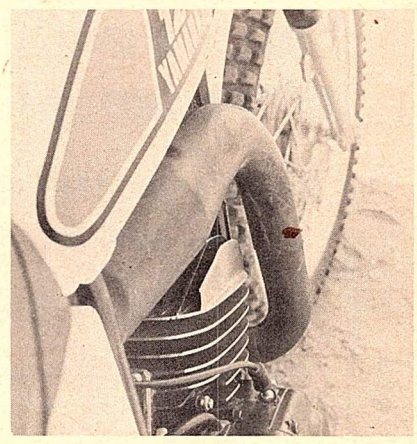
You've probably been noticing we've been saying a lot of "just like last year." That's because the Yamaha MX 125B is just like last year. They even tell you that on the little stickie what shows the date of manufacture. Ours said "4/74." Jeeze. That means if they had changed the paint four months earlier, they could've had their "1975 New Model Introduction" in 1973! *

SPECIFICATIONS

MODEL OF BIKE	Yamaha MX 125B
Model & Year	1975 MX 125B
Engine Type	Single two-stroke
Displacement	123cc (7.51 cu. in.)
Bore & Stroke	2.205 x 1.969
Claimed BhP Horsepower @ RPM	20 @ 9000
Claimed Torque @ RPM ft./lbs.	11.5 @ 9000
Compression Ratio	8.0:1
Carburetion	28mm VM Mikuni
Ignition	Magneto
Lubrication Method	Autolube and Pre-mix
Air Filter	Fuzzy foam
Recommended Fuel	Pre-mix 30:1
Clutch	Wet/multi-disc
Primary/Ratio	3.894
Transmission	Five-speed
Ratio	2.833, 1.875, 1.368, 1.091, 0.956
Final Drive	3.133
Sprockets	15/47
Color	White w/red and black
Frame	Double cradle-mild steel
Forks	5.75 inches
Rear Suspension	3.50 inches
Front Tire	2.75x21
Rear Tire	3.50x18
Curb Weight	190 pounds wet
Weight Bias	89/101
Fuel	1.59 gallons
Engine Oil	Autolube 0.48 qts.
Gearbox Oil	650cc
Forks	130cc







We're a dirty book

You wouldn't believe the mud, muck and slime we get stuck in sometimes!

WE GO WHERE THE ACTION IS!

That's our job and we like it. We like bringing you in-depth interviews with top riders, product evaluations and all that technical stuff.

And of course our super coverage (we think it is) of all the big races, complete with color photos.

IS MOTOCROSS ACTION MAGAZINE YOUR KIND OF DIRTY BOOK?

If it is — it's yours for only $7.50 for 12 issues (that's a savings of $4.50), or only $14 for 24 issues (that's a savings of ten bucks!).

Beginning July 1975 Motocross Action Magazine subscriptions will cost you $9.00 for 12 **issues** or $17 for 24 **issues**

Mail form to:

MOTOCROSS ACTION Magazine
Subscription Dept.
Box 317, Encino, CA 91316

MX3-1

All subscriptions outside of U.S., its possessions and Canada, add $2.00 for postage.

Name_____

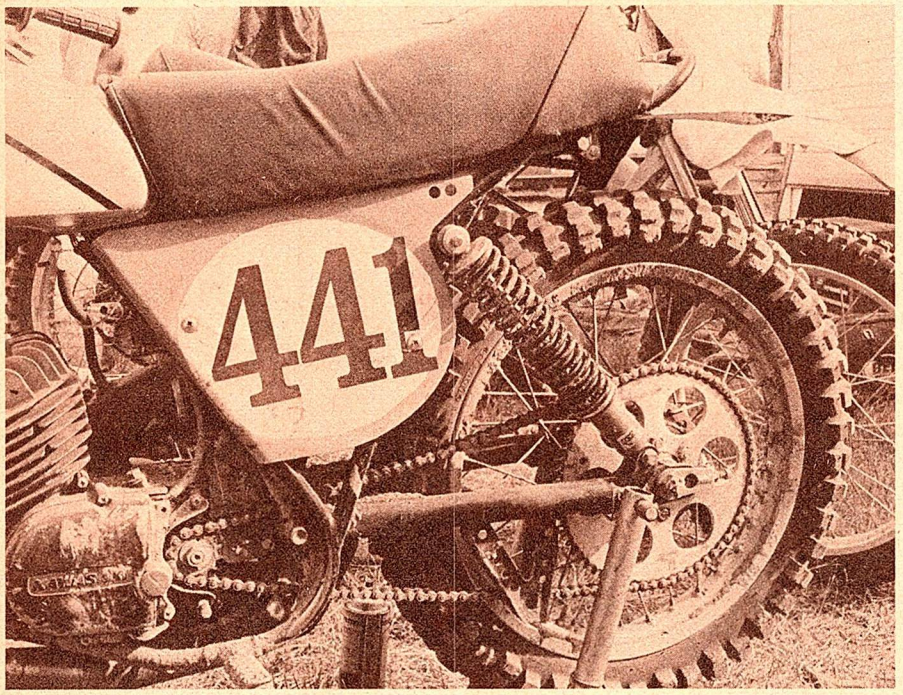
Address_____

City_____

State_____ Zip_____

SUSPENSION

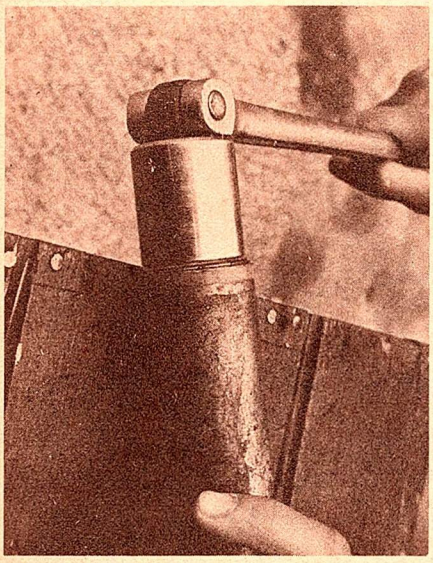
BOGE/MULHOLLAND



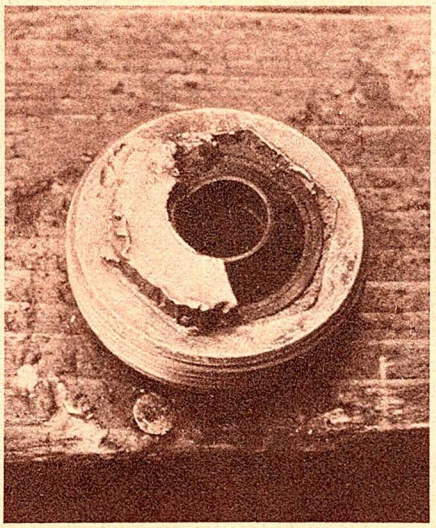
An absolutely wizard way to get your rear suspension just the way you want it, at half the cost. Here's the hot tip.

In the past few months we've been doing considerable testing on a new concept in shock absorbers from Boge/Mulholland. The B/M shock lets you get involved with your suspension. You can try it, take it apart, fiddle with it, put it back together, try it again, take it apart, change it around, try it again and keep at it 'til you get it right where you want it. Through the use of interchangeable valves, springs and different weight fluids you can dial in your suspension just like the factories. And it won't cost you an arm and a leg. The units are very reasonably priced and even if you blow one, bend one or break one, replacement parts are cheap and easy to get.

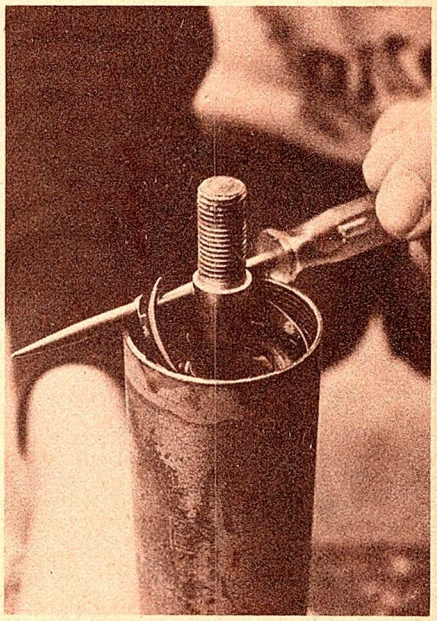
Technically, they work by conventional damping valves and system designs found in any shock, but gain superiority by using high-quality materials to keep temperatures down. Testing shows they lose 12-percent damping capacity at stable operating temperatures and 28-percent under extreme conditions. The Timmer Shock



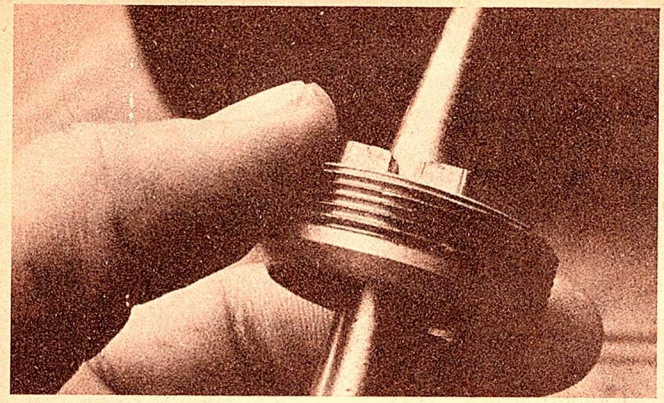
When removing or refitting the nut-seal assembly, use ONLY a one-inch socket and breaker bar. Other types of wrenches tend to damage the soft alloy.



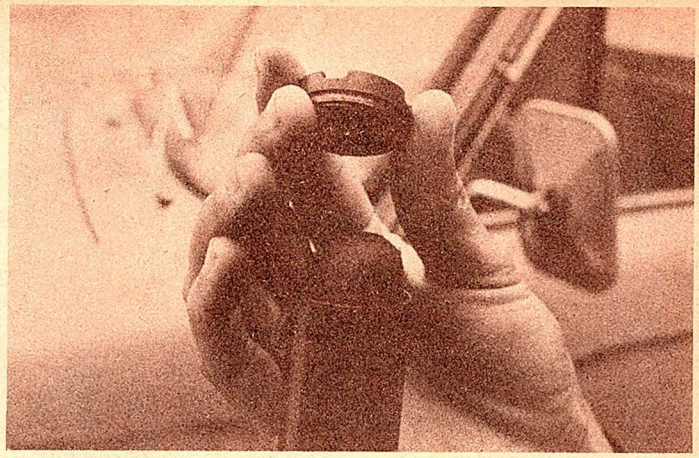
This nut was torn off using a crescent wrench. If you have trouble breaking loose the nut, apply a little heat to the shock body but be careful not to melt the seals.



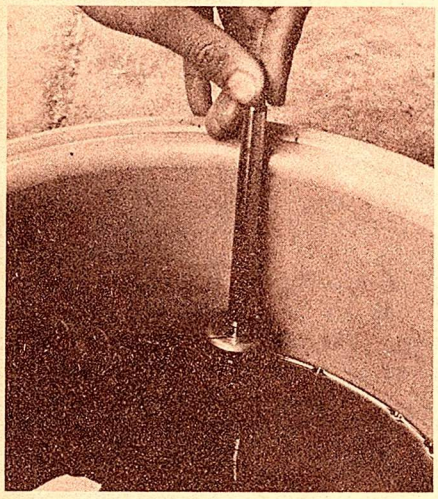
Check the O-ring for signs of wear or breakage. If it looks funny, replace it. They only cost a buck.



The piston and rod control return damping. In most cases, the stock dampers work for all applications. You can change damping by using different weight oils. The heavy dampers were too stiff for our uses. You should only use them with really heavy springs and light fluid.

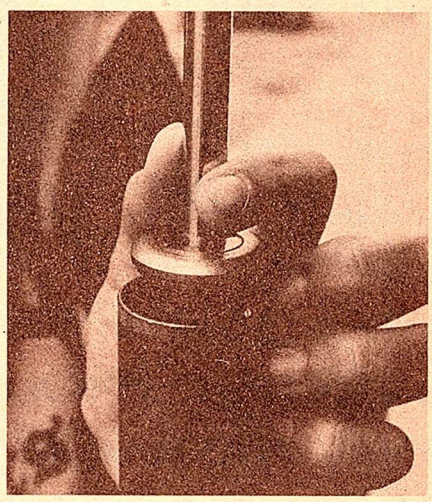


The down damper should be removed by punching it out of the inner cylinder with a wooden broom handle. We found we could use lighter springs with the heavy down dampers, making the shocks run cooler.

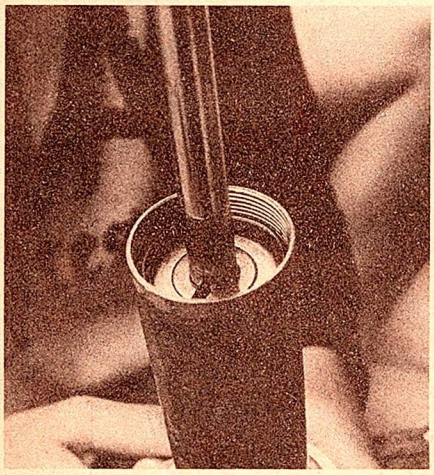


Clean everything completely before assembly. Any dirt inside will really foul things up. Let everything dry so the solvents won't dilute the oil.

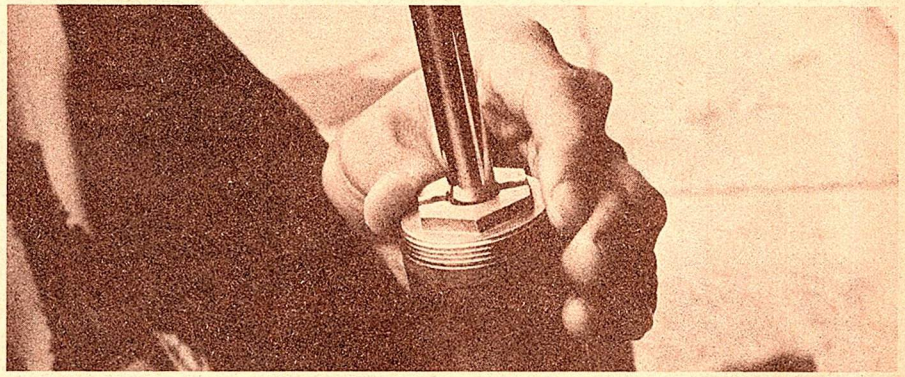
Use the fluid capacity chart that comes with the shocks when refilling. B/M recommends Molly Blue light and medium fork oils (so do we) but any fork or shock oil will do. Do not use conventional oil. If you don't have a measuring cup in the pits, filling the inner tube to just below the top comes pretty close. Don't overfill.



Slip the O-ring setting over the rod and slide the piston into the tube just so it sits at the top of the stroke and the setting can be dropped into place.

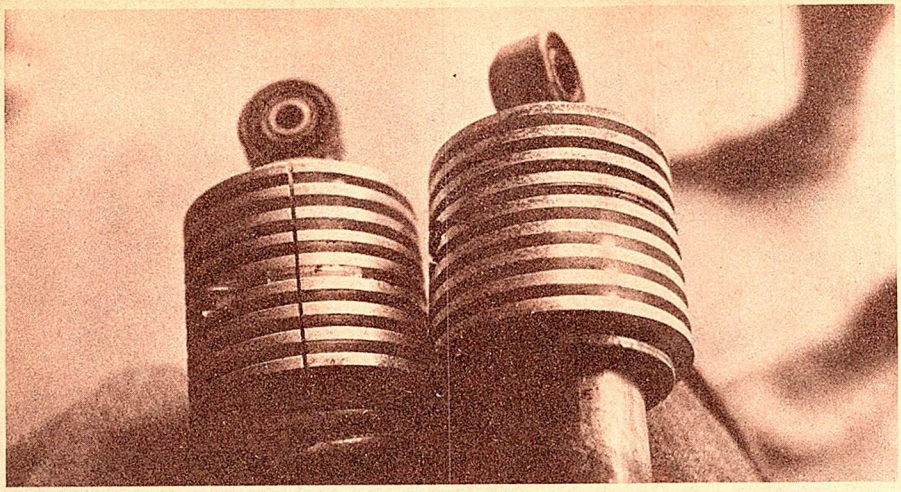


Install the O-ring, making sure it isn't twisted. The O-ring should sit at the bottom of the shock body threads.

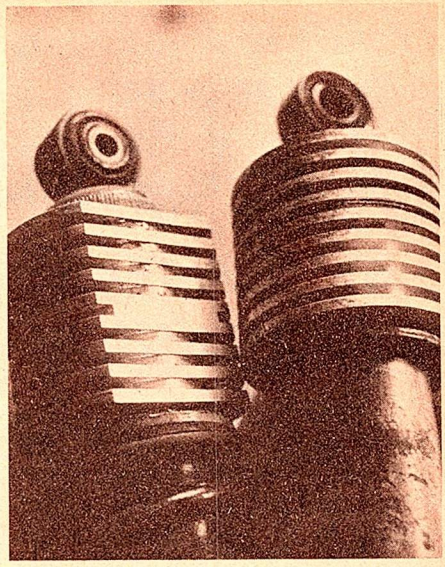


Grease the seal on the nut-seal assembly and, using the trick "bullet tool," slide it over the rod and down into place on the shock body. Make sure the rod stays extended while pushing down the nut-seal.

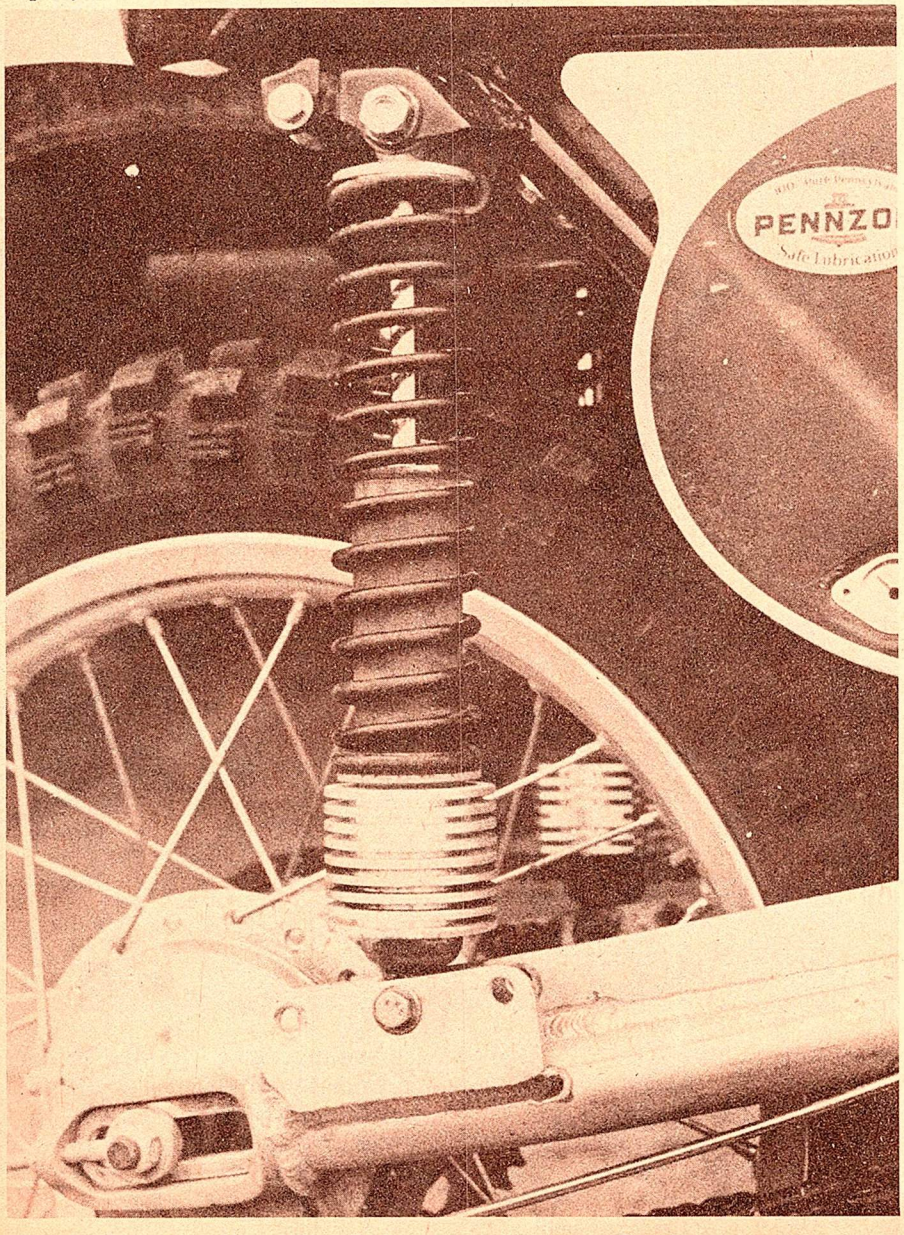
Using the one-inch socket, screw the nut-seal down. If you feel any weird tension, back it off and check to see if the O-ring is hung up in the threads. The nut-seal should screw all the way in.



Use Loctite on the rod threads before screwing on the upper mount, as it tends to work loose. If it's hard to get off next time, carefully use vice grips on the top of the rod only. Don't forget to install the rubber bumper before screwing on the mount. A dandy addition to your B/M shocks are these Timmer Shock Coolers made especially for the Boges. They work bitchin'.



Before installing the coolers, sand off all the bright orange paint that comes standard on each shock.



The finished product all dialed and ready to go. Gassit.

Cooler shown in this article can reduce this loss considerably. Under test conditions, Molly Blue fork oil seems to work best as a damping medium, mainly because of its ability to lubricate, thus keeping temperatures down.

We recommend these shocks for the average rider, which is 90-percent of us. Used by guys like Marty Tripes and Eddie Cole in the grueling professional circuit, they haven't held up. The Bilstein seems to have gained favor amongst the international set. But for us, the Sunday racers from expert to squid, you can't beat the Boges.

We like the idea. It's fun. We've used the B/M shocks on virtually every test bike and in most cases enjoyed a definite improvement in rear suspension action. Whether in standard position, moved forward or laid down, they've worked well. They are not designed to work upside down. In three months of exhaustive testing we've only suffered one seal failure — which was fixed in five minutes with a two-for-$7.50 part. In all that time we've become quite familiar with the units and would like to pass a few tips on to you potential shock tuners.

More information on the Boge-Mulhollands can be had by writing Interpart, 100 Oregon St., El Segundo, California 90245. The same goes for the Timmer Shock Coolers at 13023 Los Nietos Rd., Santa Fe Springs, California 90670. *

GRAND PRIX 500

LUXEMBOURG

THE BATTLE ENDS: HUSQVARNA REGAINS WORLD TITLE

By DAVID MALTAIS

Grand Prix motocross racing, 500 class, never draws slowly to a close. Especially the last couple of years. There is always that tingling, hushed excitement of the final race, and with it, the battle for the title of World Champion.

This year was no exception, exceptin' the GP at Ettelbruck was not as hairy as the two-point separation of the DeCoster/Bauer duel of last year. But then again, this had been a completely different season. It was three-time World Champion DeCoster who had to put on the heavy final charge to keep up with the front-running half-liter Husky hustler, Heikki Mikkola, the Flyin' Finn.

Heikki served notice right from the start, at the Austrian GP, that he was the man to be reckoned with this year. And Husqvarna was behind him all the way. They'd like nothing better than to snatch back the title that Bengt Aberg held in '69 and '70 before Roger and his haulin' Suzuki came on the scene.

It was completely amazing to me to see these two riders together the Sunday morning before the final GP of the season. They were sitting around casually talking to one another — each one knowing that the 500 World Championship was going to be decided that day and that one of them would be that man. Their true inner feelings were masked by their casualness toward one another. The season had been a terrific strain on both of them. When I came near and spoke to them before the race, I could feel some of the tension, even though it was not outwardly apparent. This championship meant a great deal to both of these men. Roger has held a tenacious grip on the championship for the last three years and was going for an unprecedented fourth. The challenger to Roger's throne, Heikki, has wanted the championship ever since he threw a leg over his first motorcycle. At the end of the day one of them would achieve a personal goal.

Practice was a scene because it was raining. Two wooden bridges at opposite ends of the course had to be used to cross a stream that had plenty of cold water for the unwary rider who fell or slid off.

Before the start of the race it was still not decided whether to

Continued

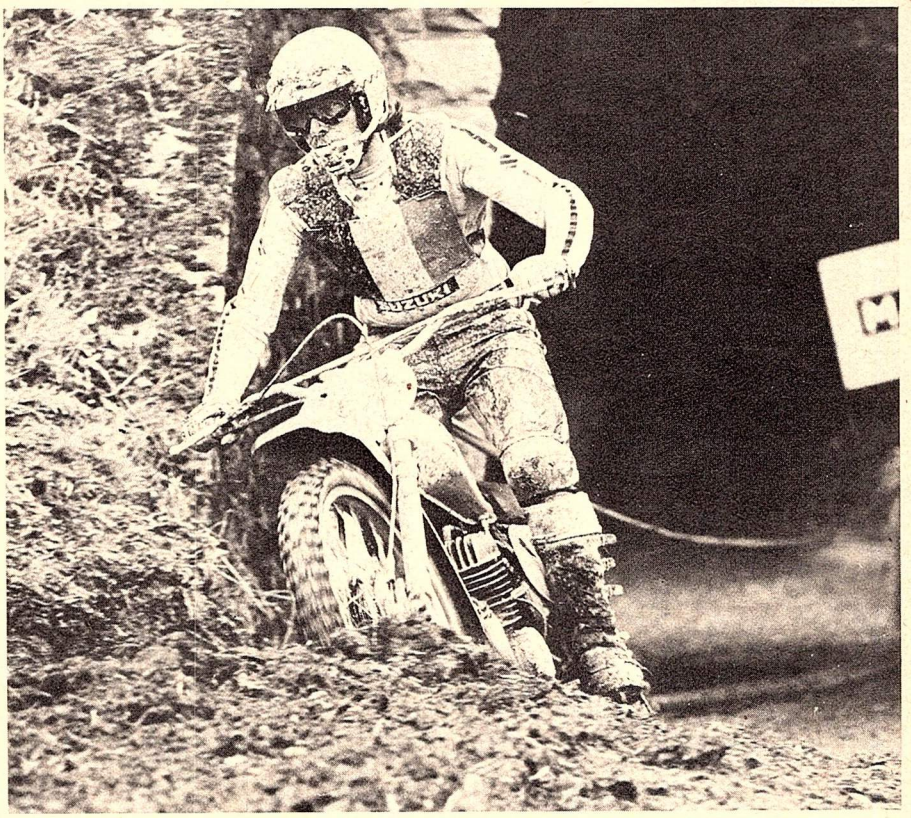
20
54

Aberg and DeCoster's second-moto duel was a spectator's delight.

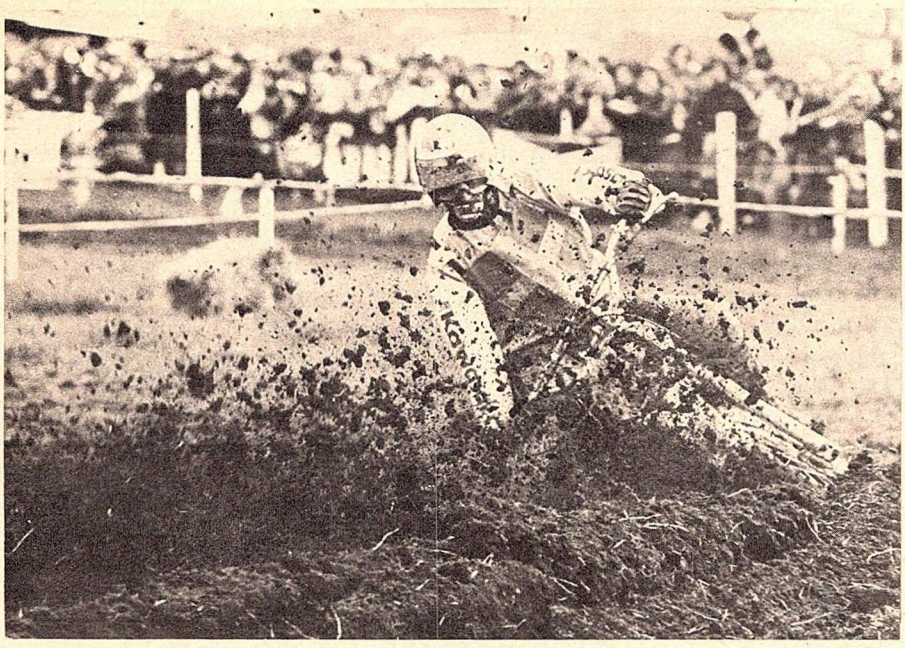
use the steep uphill after the infield esses on the other side of the first bridge. Before the qualifying for grid positions was over, the hill had been closed and the race would be run without it. It was a wise decision. The hill could have caused huge pile-ups on its 30-degree ascent, and with a drop-off on one side and a steep bank on the other, it could have marred a very important race. Appropriately enough, Roger and Heikki showed the most finesse in climbing the hill in practice while many of the other riders struggled. Of course, Banks and his "thumper" had no difficulty either.

It was still overcast and black as the riders were called for the opening ceremonies, and just as threatening when the gate dropped for the start of the first moto.

DeCoster and Christer Hammargren (Kaw) got a holeshot on the pack, and as they came around on the first lap they were followed by Bengt Aberg, Adolf Weil, Mikkola and Jaak van

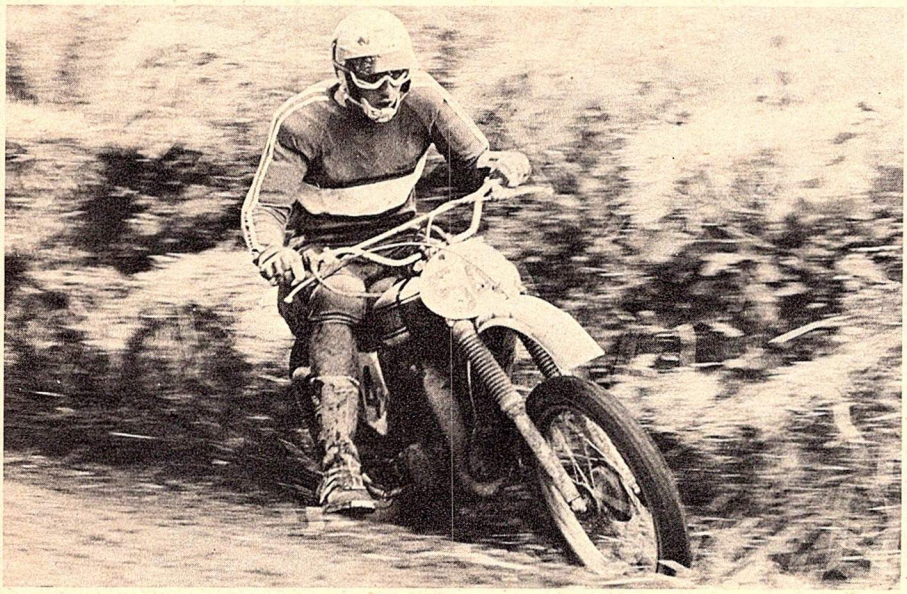


An engine seizure gave Roger a DNF for the first moto and put an end to his quest for an unprecedented fourth World Championship.



Christer Hammargren hammered his Kawasaki into fourth place finish in the first moto.

First-corner jam-up shows DeCoster's stinger leading the way for Daniel Pean (42), Mikkola (38), Weil (58), Banks (6), Kring (30) and Eastwood (18) with an elbow over Lackey.



Van Velthoven uses up all the trail as he stuffs his rear knobby into the hillside.

Velthoven.

Brad Lackey got a super-bad start, and was caught behind Vic Eastwood on a narrow double rut section between the stream and the woods when Vic's Maico simply quit. Brad said all he could do was sit there behind Vic until the rest of the riders flogged past in the moving lane, pick up his Husky and set it in the other track, and then hightail after the rest of the crowd. He was 24th after lap one and running dead last. He wasn't to be counted out!

By lap three DeCoster held a 12-second lead over Hammargren and on the next go-around Mikkola zapped Aberg and Hammargren and took out after Roger. Aberg passed Hammargren and then the top positions held for a while. Mikkola was really pushing, but Roger was holding his own until . . . lap eight. Roger had just passed the infield and was wound out down the long back straight heading for the first bridge. A clink-clink sound was heard over the whine of the Suzuki's engine, and then it died; with it went Roger's chances of winning his fourth World Championship . It was all over for Roger. He had seized his engine.

With Roger out, Heikki took over the lead. Aberg and his Bultaco were hard after the new leader until a rear puncture put an end to his efforts. With Bengt and Roger sidelined it was Jaak's turn to take up the chase; using his long legs as rudders in the slippery mud, he pulled up to Mikkola in the closing laps with a crafty Adolf Weil nipping at his rear knobby.

Brad had been doing some moving of his own as he pulled up to tenth place behind the Russian, Khoudiakov (CZ). He made his move on the last lap as they both squared off for the dash to flag. Vladimir blew a shift and Brad had him.

Heikki roared past the finish line with van Velthoven hovering over him like a praying mantis, and Weil squirted his Maico across the line a scant two seconds later.

I got to Mikkola's pits before he did, and before I could see his blue helmet floating my way I could feel his glow for half a

kilometer. He was the new World Champion. The Finnish Husqvarna works rider had done it, at last. With his caravan and works truck/tent surrounded by fans and friends, Heikki was greeted with a spontaneous burst of applause as he parked his Husky and took a "champagne break" before the final moto.

The World Championship was already decided, but there was still one point-paying moto left before you could write close to the season.

Two of the top riders in the 500 class were not on hand for the final race. Gerrit Wolsink, the sensational new Suzuki star, had crashed heavily the week before in Namur, the Belgian GP, while leading the second moto. He ended in the dark woods coming off a jump a little too WFO'd. The word from the hospital revealed that he had some internal injuries but nothing broken. It was serious enough to keep him from competing in the last race. Look out for this man next year. The other absent rider was Roger's nemesis of last year, Willie Bauer, the West German Maico rider. In practice he had somehow gotten his foot tangled under the bike and ripped off some of his toes. He was rushed to the hospital for major repairs.

Days come and go for the World Champion, but none so dismal as this August Sunday in Ettelbruck.

The last moto turned into a fantastic race between two former World Champs. Weil took the early lead, with an inspired Aberg on his tail and Jaak and Roger moving up rapidly. It stayed that way until lap nine, when Bengt put a move on Adolf and Roger did the same to Jaak. Roger followed Adolf for a couple of laps, making sure he chose a good spot to pass. After the problem between the two at Beuren there is no love lost between them.

The rest of the race was an Aberg/DeCoster performance that dazzled the spectators. Roger couldn't get by the Bultaco pilot, but he shadowed him throughout the snakey turns and jumps, dark wooded chutes, over the bridges and through the Luxembourg muck.

The crowd loved it. And what had become of Mikkola while all this was going on? He was coolin' it. He was cruising around in sixth place smilin' at the crowd, as it was his day and his season. He had already proved himself and he was the new 500 World Champion. *

LUXEMBOURG GRAND PRIX
Ettelbruck 11 August 1974

FIRST MOTO
1. Mikkola (SF)
2. Van Velthoven (B)
3. Weil (D)
4. Hammargren (S)
5. Banks (GB)
6. Jonsson (S)
7. Heeren (B)
8. Lackey (US)
9. Khoudiakov (SU)
10. Bacou (FR)

SECOND MOTO
1. Aberg (S)
2. DeCoster (B)
3. Van Velthoven (B)
4. Weil (D)
5. Jonsson (S)
6. Mikkola (SF)
7. Kring (S)
8. Hereen (B)
9. Lackey (US)
10. Khoudiakov (SU)

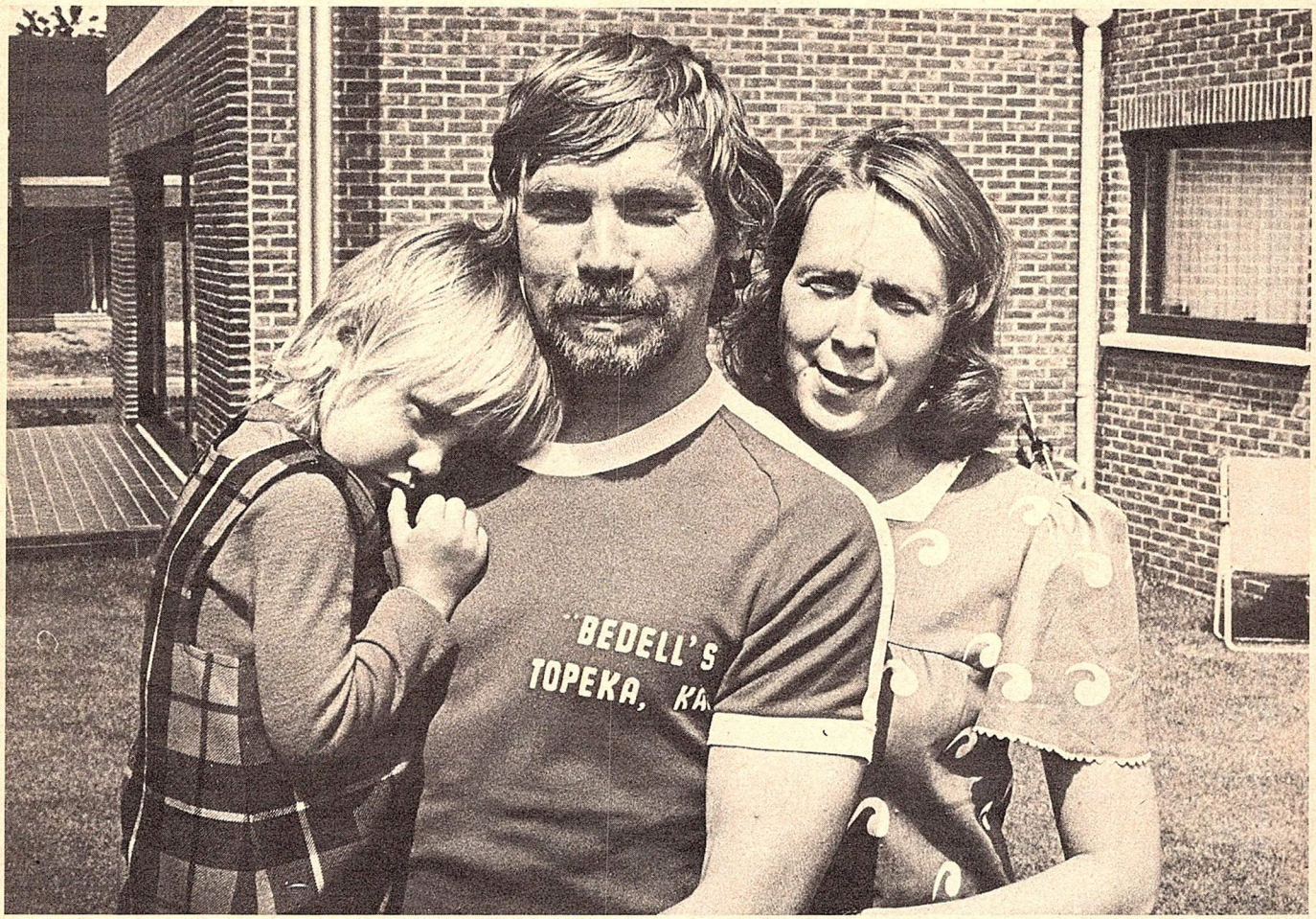
OVERALL
1. Van Velthoven (B)
2. Weil (D)
3. Mikkola (SF)
4. Jonsson (S)
5. Heeren (B)
6. Banks (GB)
7. Lackey (US)

PERSONALITY

HEIKKI MIKKOLA

A subtle report on the man whose dream came true at Ettelbruck and the lady who shares his life with a 360 Husqvarna.

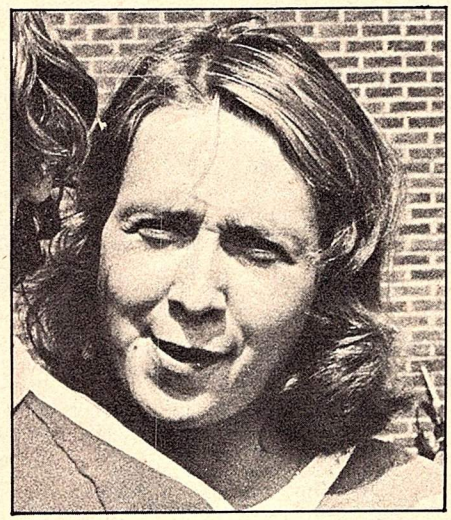
Report and photos by DAVID MALTAIS



As the 500cc Grand Prix season drew to a close, our European correspondent David Maltais visited the Mikkola family as they prepared for the final race in Luxembourg the following weekend. He recorded some reflections of Kaija, Heikki's beautiful wife of six years, on what it's like to be a motocross lady. Expecting her second child in December, Kaija cares for her five-year-old daughter Hanna in a living trailer near Beringen, Belgium.

"His machine has been good this year. In 55 motos it has not broken, no problems in the whole season. And he has only one time problem with elbow and also with foot when someone run over him."

"Heikki is planning to go America this year for Trans-AMA. The money is good if you are in top three. After, not so good."



"He is very happy now, only one weekend and finish. Very long year. Every week need thinking sleep very early, eat very good. Sunday evening he drink a little beer or something. Sleep nine o'clock every evening."

"I like America, yes, but not airplanes. I like more driving. I feeling airplane sometimes go down, I don't like that. When Heikki is flying to race I try not to think about it."

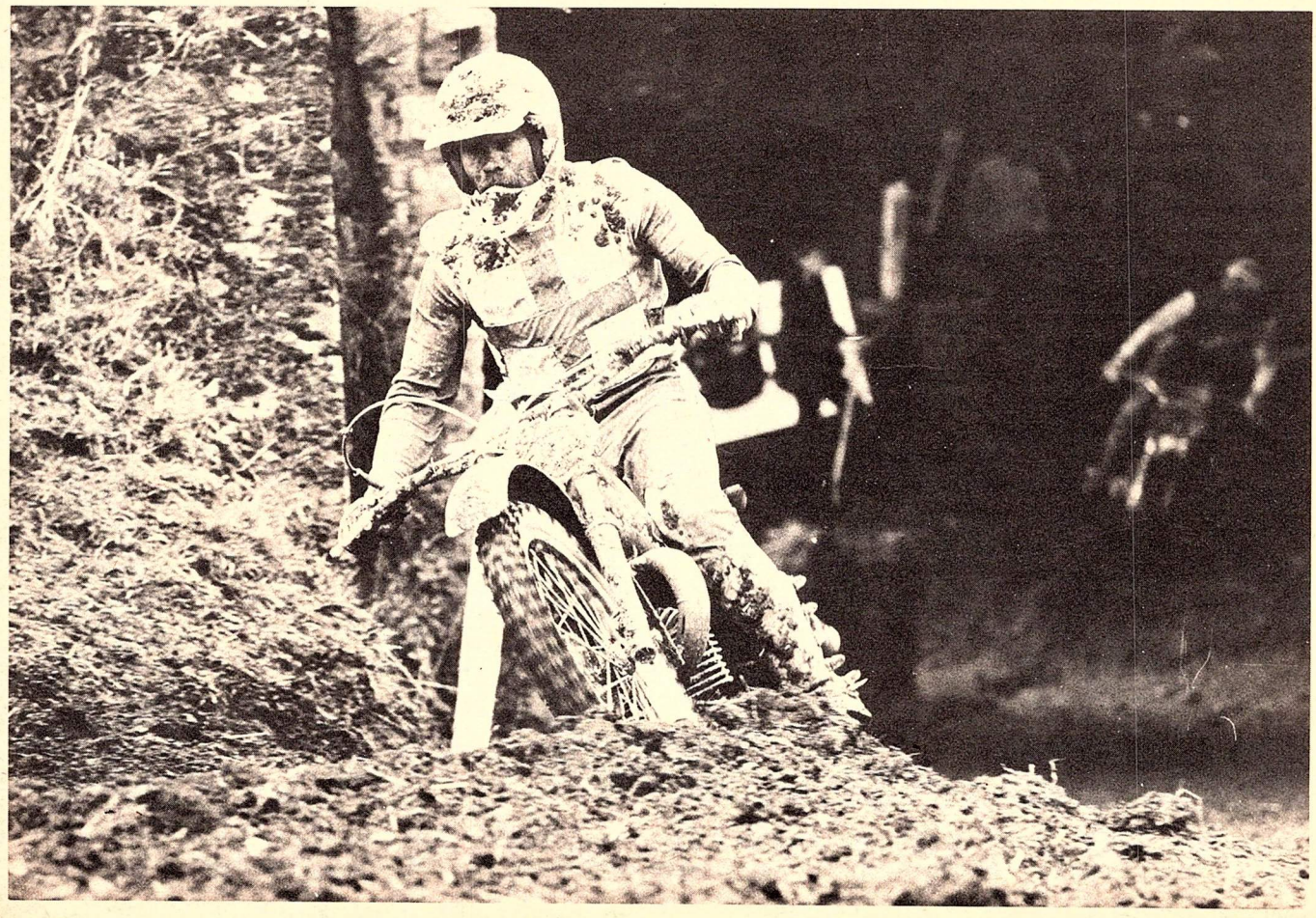
"It's a great life, but some people think I very happy, every Sunday different country. After half year it becomes very long. Every year I have the same life. Nice life, you know? Every people not know it, all time not happy. Many people think I have every Sunday Germany, Italy, Spain. I like travel but I like also home."

About to face the toughest test in his 11-year career as a professional racer against three-time World Champion Roger DeCoster, whom the experts said he could not beat, Heikki Mikkola philosophizes about his sport:

"You must have the same attitude for whole season. Sometime feeling very difficult to keep same for months, not possible all time up. Little down, maybe up again. But impossible driver all time full speed."

"American driver very young, normally driver maybe 18, 19, 20. Not can thinking 100-percent motocross. Maybe think too much other things, mini bike, girls, what color to make van. That not so good but maybe some drivers need that. Difficult to speak because every people different people. I was young also. Not possible thinking 100-percent motocross, but I'm 29 now. It's good."

"I have once a little problem with my mud guard, broken after two laps. Half broken, not complete broken and I think maybe dangerous to go so close to front wheel. I think some laps I stop at my mechanic place and we make it full



broken. Then I think maybe lose too much time and impossible come back, making too difficult drive and after 20 minutes maybe self coming broken. And I feeling better second place than nothing maybe."

"I think biggest problem many riders jump little crazy and break bike. Possible many times jump long but not go very hard down. Many times you have little jump before bigger jump. It possible you can jump little jump over big jump and go down early and not so very hard. Many drivers go just big jump very high, go down very hard, lose time and very crazy for bike. Every jump you have many different places you can jump. Some places you go more up."

"I not so much travel with family because normally on Thursday, like when Grand Prix in Austria, I fly alone. Sometime I think it is better at Grand Prix alone. You a little angry. Not good for wife. Not so good for race."

Maltais followed Heikki to Ettelbruck, Luxembourg, the next weekend and observed him chatting with DeCoster the morning before it all happened . . .

"He was sitting on the works Husqvarna that would carry him to a first-moto victory and the title. The meeting was profound, heavy. DeCoster, the Belgian gentleman, three-time champion about to lose his bid for an unprecedented fourth; Mikkola, the soft-spoken Finn, pursuing 11 years what would be his in a few hours. Tension hung in the raw, rainy air surrounding the two and I backed away, not wanting to break the spell."

"Later, when Heikki came in after the first moto and started walking toward his caravan, I felt for an instant through all the mud and sweat the high he was feeling inside. He, Heikki Mikkola, after so many years, was the Champion of the World." *

PRODUCT EVALUATION

CR250 ELSIE FORK KIT BY S&W

FIFTH GEAR ACROSS THE WHOOPS MADE US A BELIEVER

Rear suspension has been undergoing such drastic changes during this last year that if you've been keeping up with it and experimenting on your own scoot, your bike probably is going to need a new frame or swingarm because of all the brackets, holes, welds and gussets used to keep ahead of everything.

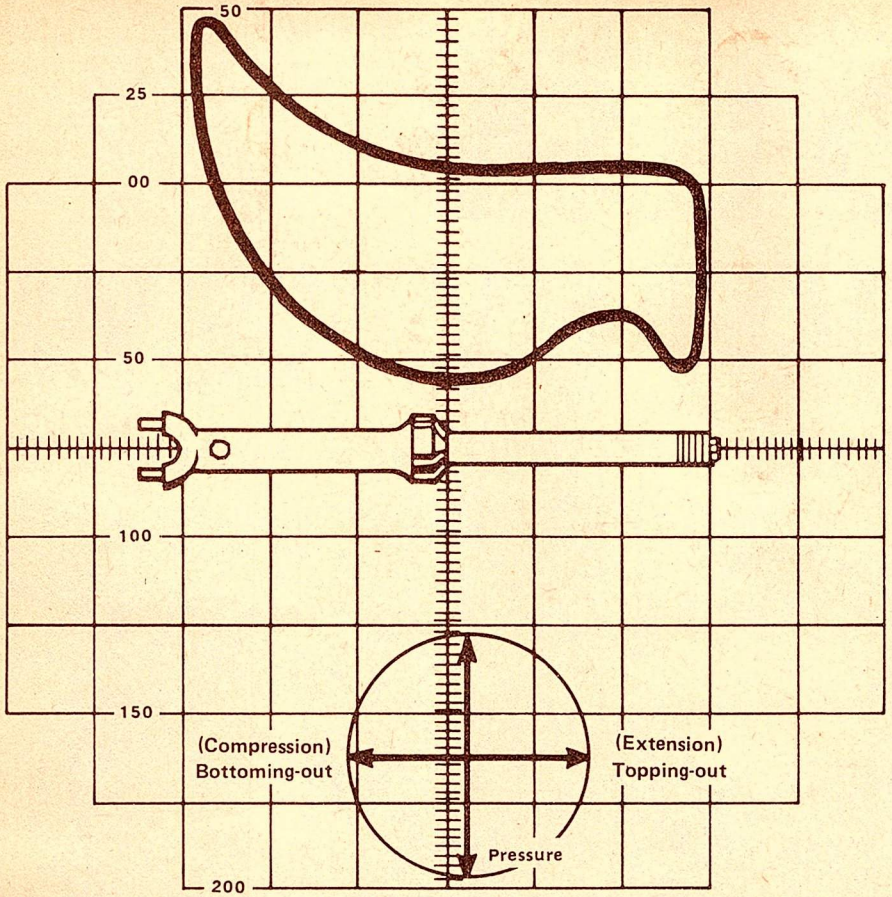
The big question is, what have you done to your front suspension while all this was going on? When you start getting super damping and travel from your rear shocks, then you sure as hell better match them up to the front end. One end of a gyrating bike is only as good as the other. You can pour all the money and effort you want into a trick rear suspension modification, but you'll just be spinning your wheels, besides wasting a lot of money, if your forks aren't up to the job.

The Honda 250 Elsinore is one of the more popular bikes whose forks could stand a great deal of improvement. The stock Elsie forks have a tendency to hydraulic lock when coming off a sharp jump, giving you a jolt through your hands. Over the choppy stuff you can feel the bumps up through your arms, and they will bottom out in the whoops. The biggest problem is the oscillating of the wheel as you traverse rough terrain. This causes a loss of control because of the poor wheel contact to the ground.

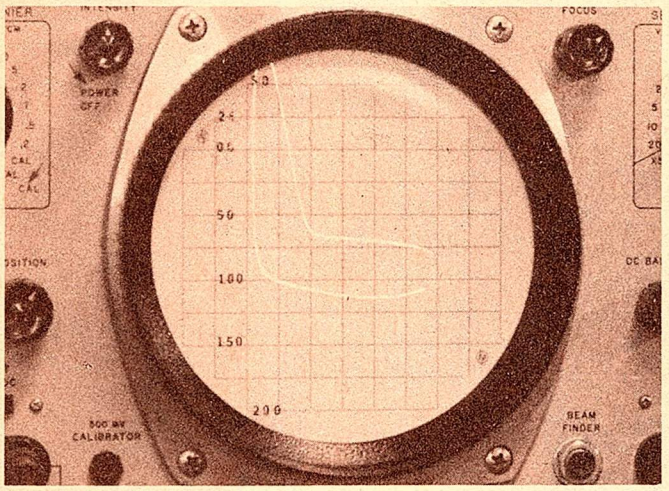
We heard of a kit that was in its development stages and learned that Al Baker used this same kit on the 250 Elsinore he used to win the recent Baja 500. When we found out that Tim Witham was

Cont'd.

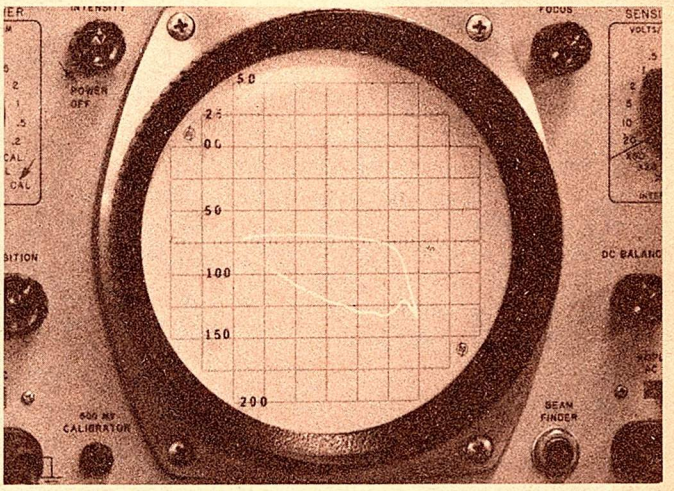
You can tell by Bruce's expression that we're giving him some tough questions. The fork slider is actuated by an eccentric crankshaft below the shelf while the top of the tube is held in place by the jig.



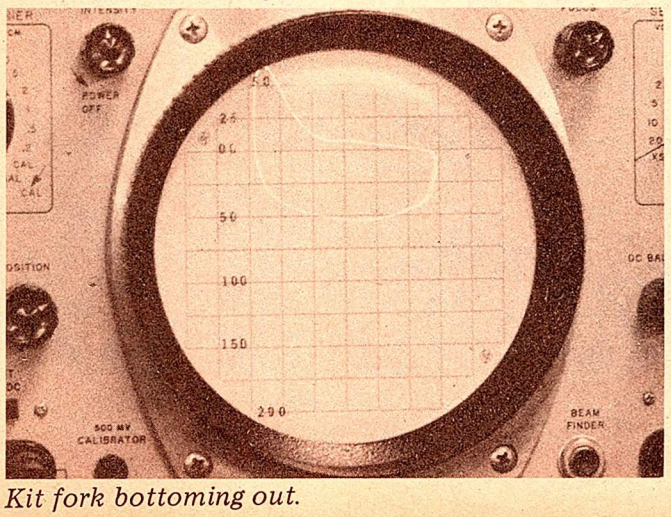
The ideal pattern is as shown by the artist on the scope diagram. The pattern had to be moved when using the stock fork, because it went off the scale using the 00 scale as a centerline. As the fork slider moves up and down, a dot moves on the scope, drawing the pattern showing resistance or pressure as it travels the stroke. The stroke is drawn from right to left and the bulge from top to bottom of the scope shows the pressure or resistance that is encountered during the stroke. If there was no pressure or resistance there would be a straight horizontal line on the scope. By comparing the photos of the stock fork and the kit fork you will see quite a difference in patterns. It should be noted that because of the 3-1/2-inch travel of the machine, it is necessary to move the fork to each end of the stroke for testing, thus necessitating more than one picture for a complete cycle.



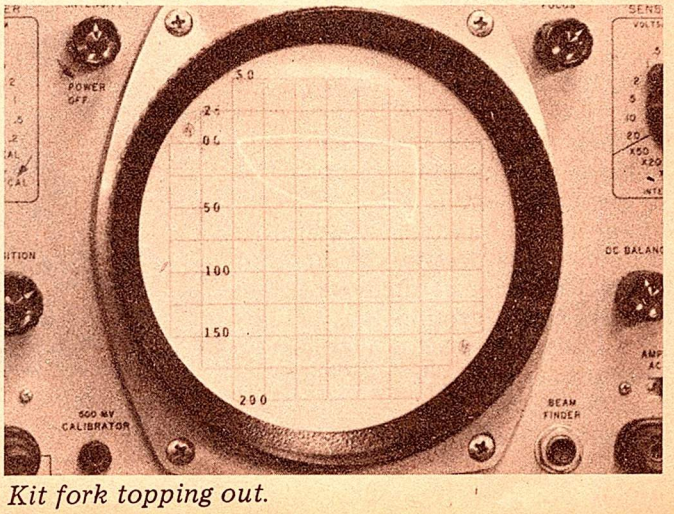
Stock fork bottoming out.



Stock fork topping out.



Kit fork bottoming out.



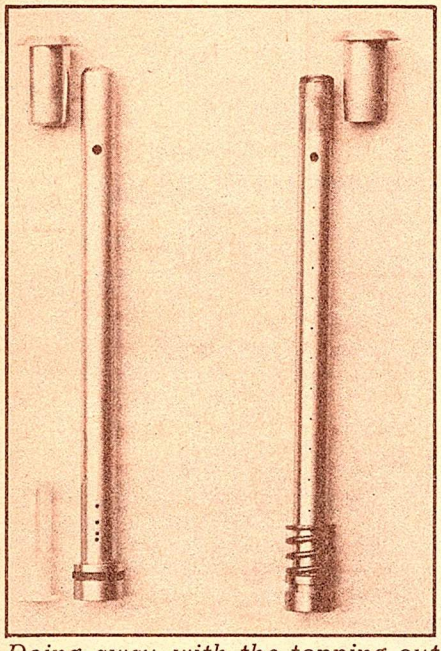
Kit fork topping out.

the man behind it, we were sure it wasn't a fluke.

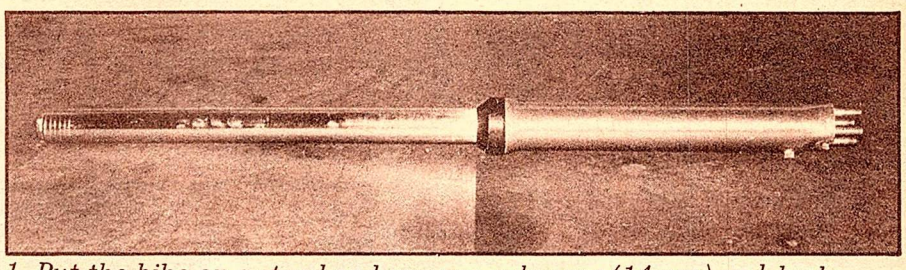
Tim is the "W" in S&W Suspension Systems, and might as well be the "S" because it's all his company now. He is one of those guys who, early in motorcycling, when he couldn't find the part he needed, made it. Pretty soon, everyone wanted him to make one extra part, and so it went, until he had to go into business just to keep his friends happy. If you've ever had to purchase or replace a spring of some kind on your bike, chances are you got an S&W. Tim is *the* man when it comes to quality springs, forks, shocks, valves or whatever.

Lately everyone has turned to Tim because of his knowledge and experimentation in complete suspension units, and he has been doing a lot of experimental work for many of the factory team riders. He has developed a system of testing suspension units *off* the bike. There is still the need for feedback from the test rider, but after a period of time patterns are developed that can be correlated to what is a good suspension unit.

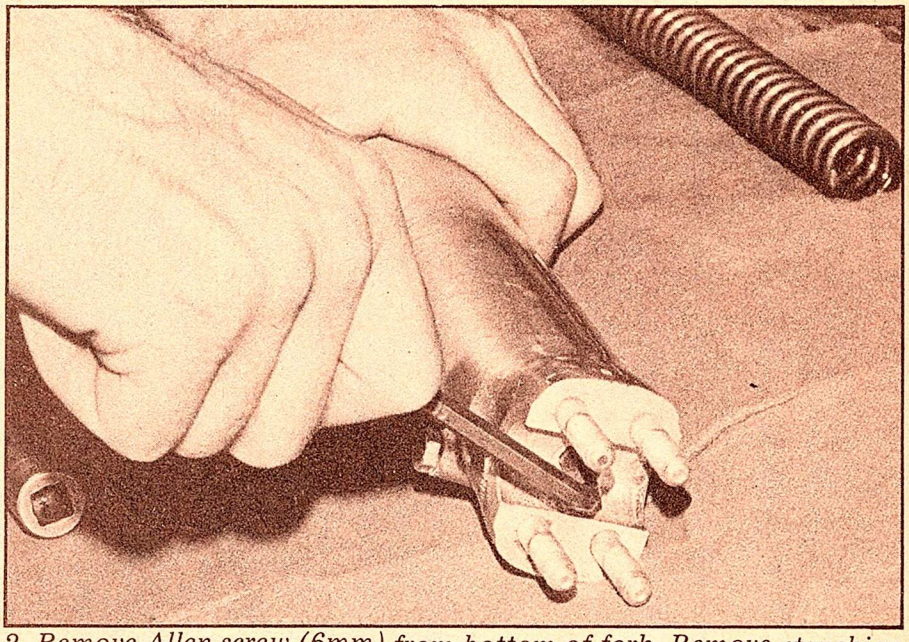
His testing machine is wired into an oscilloscope. The machine moves the suspension unit being tested up and down using a 3-1/2-inch stroke. The machine is usually set to pump the shock or fork at the rate of 100 strokes per



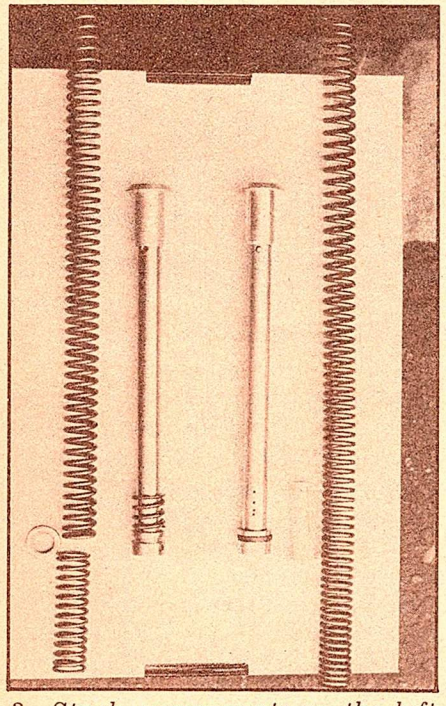
Doing away with the topping out spring on the stock unit gives you the equivalent increase in travel. Close to an inch.



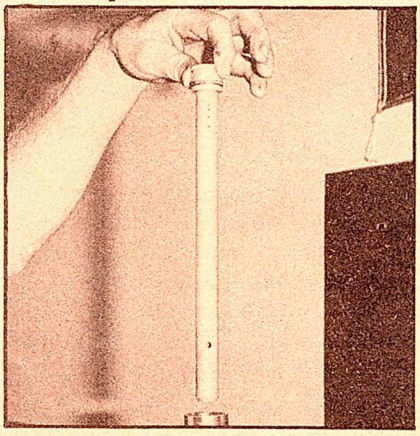
1. Put the bike on a stand and remove axle caps (14mm) and brake cable at the lever. Remove wheel. Loosen the pinch bolts and slide fork tubes out. Remove the fork cap nuts (23mm), spring, and drain the oil.



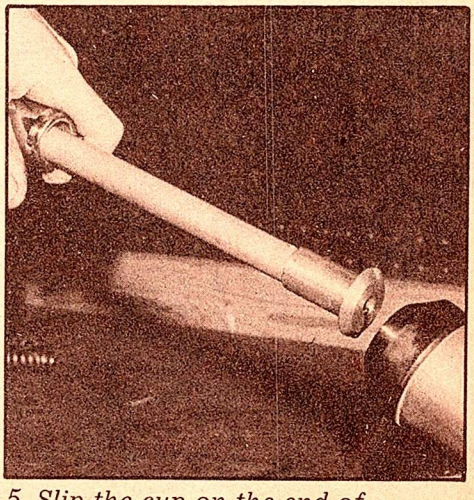
2. Remove Allen screw (6mm) from bottom of fork. Remove stanchion and dampener.



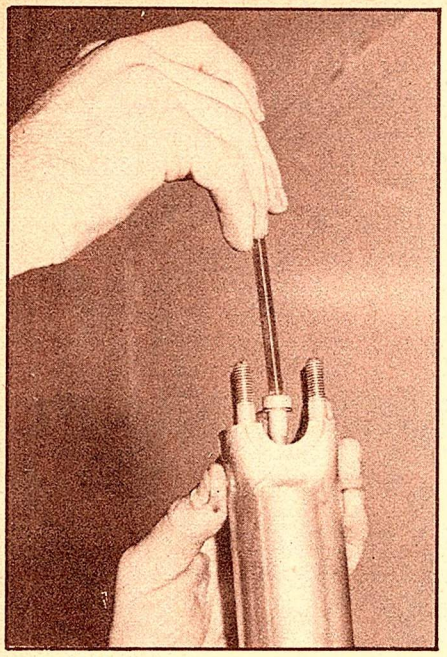
3. Stock components on the left are replaced by the S & W kit on the right.



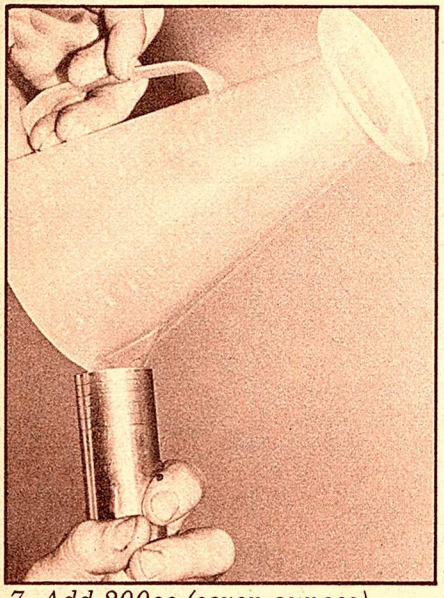
4. Make sure everything is super-clean before installing the kit. Install the dampener.



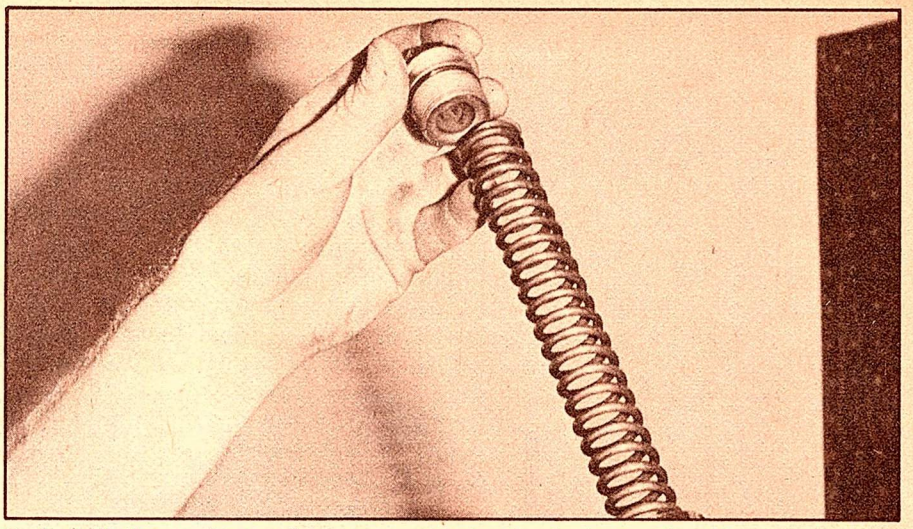
5. Slip the cup on the end of dampener and install in slider.



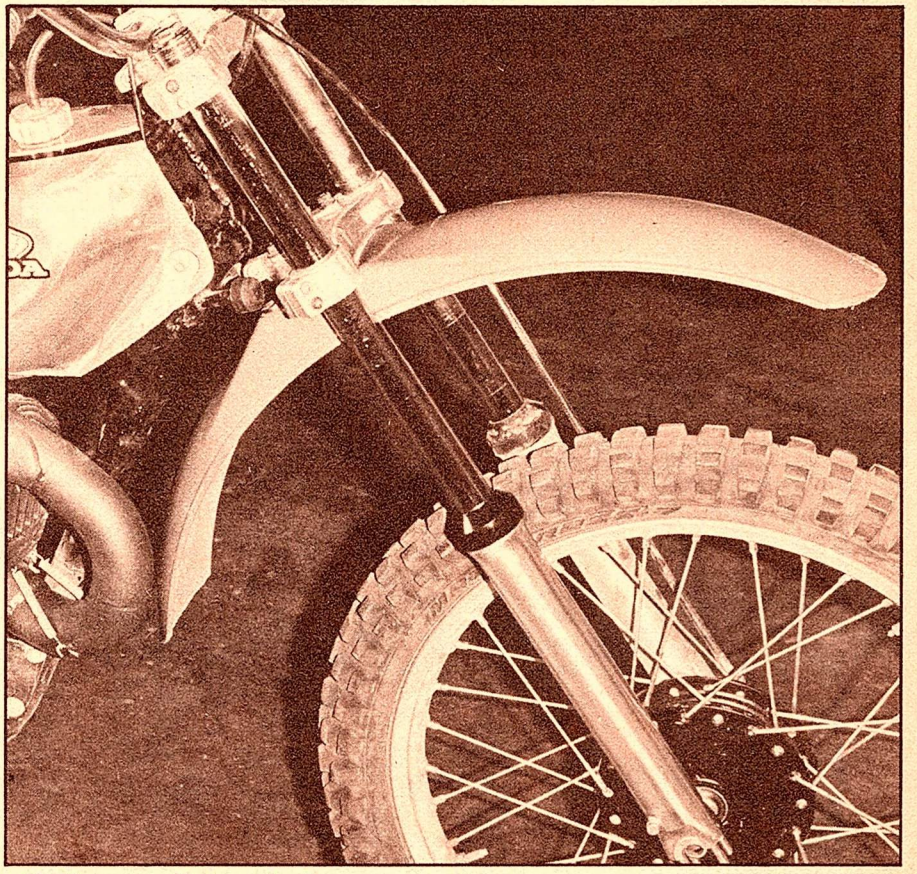
6. Put the spring in to hold the dampener and install the Allen bolt to approximately 13 pounds.



7. Add 200cc (seven ounces) of ten-weight anything except silicone oil. Lubri-Tech, Belray, Torco, Molly Blue are some good choices.



8. Install the spring and cap nut and fit the forks to the bike.



9. Your stock travel of approximately 6-3/4-inches has been increased an inch. Check your fender clearance after installation, you may have to raise the tubes in the fork crowns.

minute, although it can be set higher or lower if needed. A thermocouple measures the heat buildup.

We asked Bruce Burness, Tim's engineer, to show us what an ideal pattern looked like, and then to place a set of stock forks on the machine and then some forks with the kit. We know the forks with the kit worked because we rode Al's bike, but we wanted to see if the pattern matched the ultimate or ideal pattern. Bruce had a stack of Polaroids showing various tests of forks that they had made. Acting a little naive, we asked why they didn't make a kit for the little Elsie, the CR125. Bruce showed us the CR125 photo of the oscilloscope test and it closely resembled what they considered an ideal pattern. We knew that the stock CR125 forks were very good units and their test verified it. This gave us something that we could relate to and helped us to understand what that little dot was doing as it made a pattern on the scope. Hopefully these photos will show you what each fork is doing. If you don't understand it, just take our word for it and compare it with the ideal pattern shown in the test.

If you're interested in a set of these dampeners, you can contact Al Baker Racing & Development at 15180r Raymer St., Van Nuys, California 91405. The kit will retail for $59.50 and dealer inquiries are invited. *

PLUS PRODUCTS
Tank, T & Sweatshirts

- COLORFUL
- DURABLE

MADE OF 100% PREMIUM COTTON

M-253

M-254

M-252

M-247

M-246

M-244

M-98

M-241
M-219

M-245

M-51

M-240

M-248

M-249

M-251

M-243

M-237

M-207

M-250

M-96

M-66

M-270

M-281

M-138

M-180

M-613

M-531

M-111

M-182

M-188

M-171

L-15

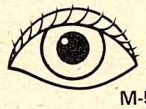
M-137

M-172

M-130

M-534

M-516


M-503

M-280

M-287

M-279

M-286

CM

MX

BB

DB

M-255

M-132

M-621

M-114

PLUS PRODUCTS, INC

P.O. Box 14945 Las Vegas, Nevada 89114

MX3-1

Specify designs, sizes, color and type of shirt desired.

Sizes: S-M-L-XL

Tank Shirt Colors: Orange, Yellow, Blue

T-Shirt Colors: White, Red, Yellow

Sweatshirt Colors: Red, Yellow, Blue, White

T-SHIRTS, $4.45 with emblem on front. $5.45 with emblem on both sides. SWEATSHIRTS, $5.95. TANK SHIRTS, $3.95 with emblem on front. $4.95 with emblem on both sides.

Nevada residents add sales tax. Add 50¢ per shirt for postage and handling.

Name _____

Address _____

City _____

State _____ Zip _____

RACE TEST

PUCH 125 MOTOCROSS

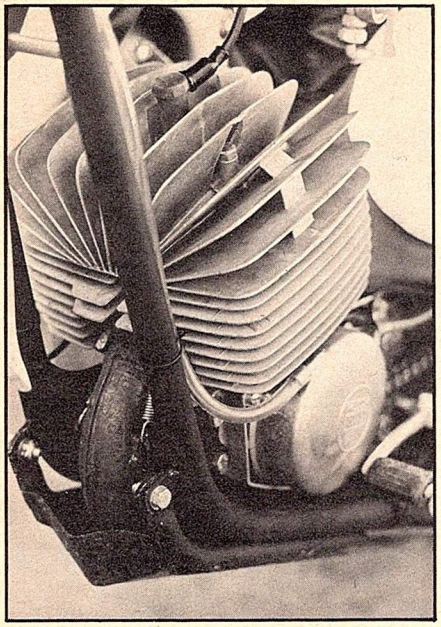
It's new, all new, and handling it's got, but fast it's not

A Puch (pook) motorcycle just finished third in the 250 World Championship, ridden by a youngster called Harry Everts. Three years ago Harry and another kid were sent over to the States to run a few races for the Puch distributor in Chatsworth, California. They both were very good riders in Europe but were not old enough to contest the GP season and were scheduled to compete in the newly organized 125 GP class.

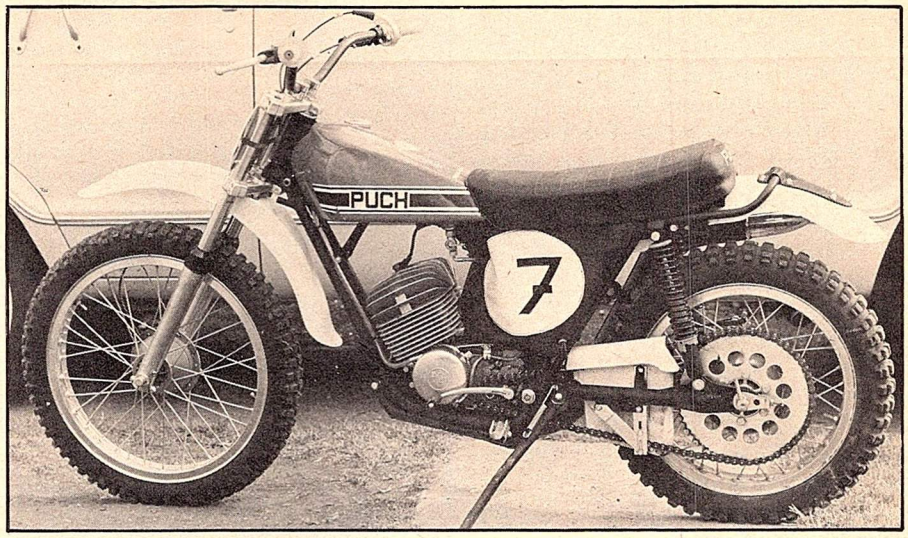
As it turned out, Harry went on to the 250 class riding a Puch and just missed being second in the world by a slim seven-point margin. As it was, he won both heats of the final GP, riding a very fast and competitive 250 Puch. Harry was beaten by one rider when he competed over here. Billy Urban, riding another Puch 125, put it on both the kids from Belgium. In fact, Bill was virtually unbeatable when he rode the Puch 125.

When Puch first came out with its 125 in the States a couple of years ago they were very quick and handled extremely well. Unfortunately, the bike experienced a lot of teething problems. They had some frame breakage, swingarms bent and broke, but the bummer of them all was a gearbox problem. The distributor stood behind all the bikes and fixed the failures, but it was a major problem and some changes had to be made at the factory level or the Puch would die. Changes were made and the 125 Puch Motocross that we were on our way to pick up is supposed to be the *new* Puch.

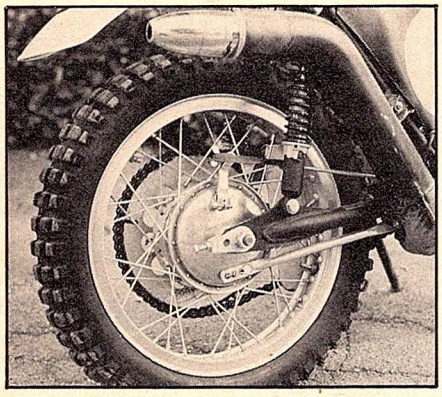
What greeted us at Puch Distributing West was indeed a new bike. At least in appearance. It was obvious at first sight that some items on the bike were meant for things other than motocross, such as the skid plate



Excess finning keeps everything cool. Skid plate is a bolt-on affair but the weight isn't worth it for MX.



We changed the bars and used Petty grips to suit our preference. The Girling shocks were gone after a few hours' practice. The S&Ws lasted us the rest of the testing.



Rear brake was too good. We ran the nut to the end of the rod to allow more lever travel but still locked up the wheel trying to slow. Drilling a hole lower in the lever for the rod will transmit less power to the brake.

Feet up or wherever, the bike went where you aimed it and was always predictable.

for the new downpipe, heavy-duty chain guard and large rear fender bracket that looked like it could hold ten taillights. If you want them they are there, but they are no use for motocross and are easily removed, and should be, to save weight. Speaking about weight, we were curious as to how much it did weigh. Having a calibrated scale there at the distributor made it easy, and we found that with a half-tank of gas it tipped the scales at 217 pounds, with most of the weight in the rear of the bike. Checking it out, we could see that the rear wheel had a lot of excess weight in the huge steel sprocket and a metal spacer that was sandwiched in between the sprocket and the hub in place of the cushion hub of old. Some alloy substitutes and the removal of a lot of the bolt-on guards, etc., would surely bring the bike down around a respectable 190 to 200 pounds.

It is a classy looking bike with its fire engine red, rotational molded, plastic gas tank. Lots of plastic. The white formed plastic fenders and chain guard looked bitchin' and really set the bike off. They are a welcome departure from the heavy chrome steel items used on last year's model. The rear fender broke on the underside of the seat during our testing but it didn't come loose.

Checking the rest of the bike, we couldn't help but notice the change from the steel rims to the Akronts. A problem during muddy races, but a lot better and stronger than the old rims. One of the trickest new items on the bike is the front hub. It's a small, strong, light unit that also has good braking. It'd make a trick accessory unit for other bikes. Too bad the rear is such a grungus affair.

The rest of the bike looked the same although it seemed to sit

lower than the older Puch. Aha! It's a new frame. Even the swingarm is different and it has a little decal telling all the world that it's chrome moly. We asked if the rest of the frame was, also, and the word was that only the swingarm is special metal.

It seems that some of the major problems of old have been shaped but, "What about the gearbox," we asked? New forged gears, the five-speed dog shift type, have replaced the older machined gears and the six-speed selector type tranny. There is definite hope for the Puch to rise again.

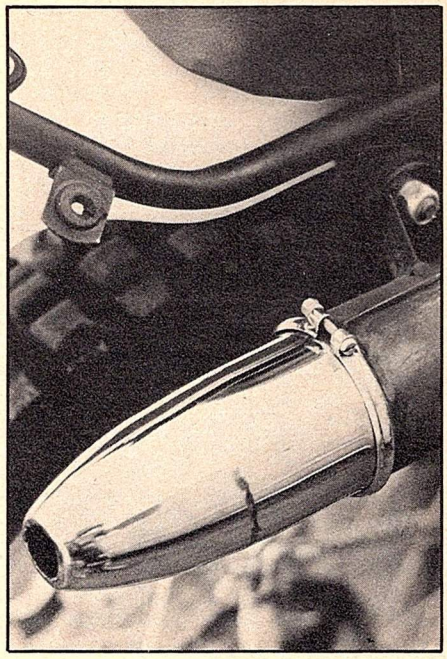
We were told that the engine wasn't much different but that new, improved coils were added to the Bosch CDI ignition. A 30mm Bing fed the small mill and it was shrouded in a vinyl cover that did double duty as a number plate on both sides of the bike. An air box was also hidden behind the shroud and was unchanged from the older model. The CDI electrics are nestled in the top of the air box underneath another vinyl cover below the seat. The air cleaner is paper and didn't work. The dumbest thing on the older Puchs was the kill button on the side of the air box, underneath the vinyl cover, on the right side of the bike. It's still one of the dumbest things on the new Puch! It seems that the factory said it was too much of a major to get that kill button to the handlebar. With thinking like that, it's a wonder that the distributor was able to get the factory to make as many new changes as they did.

Suspension was a carry-over from the older model also, but that doesn't mean it was bad. The Betor forks are excellent and the Girling shocks are too, as long as they are working, and that isn't very long. We were skeptical of them but we'd wait till we rode the bike to make a judgment.

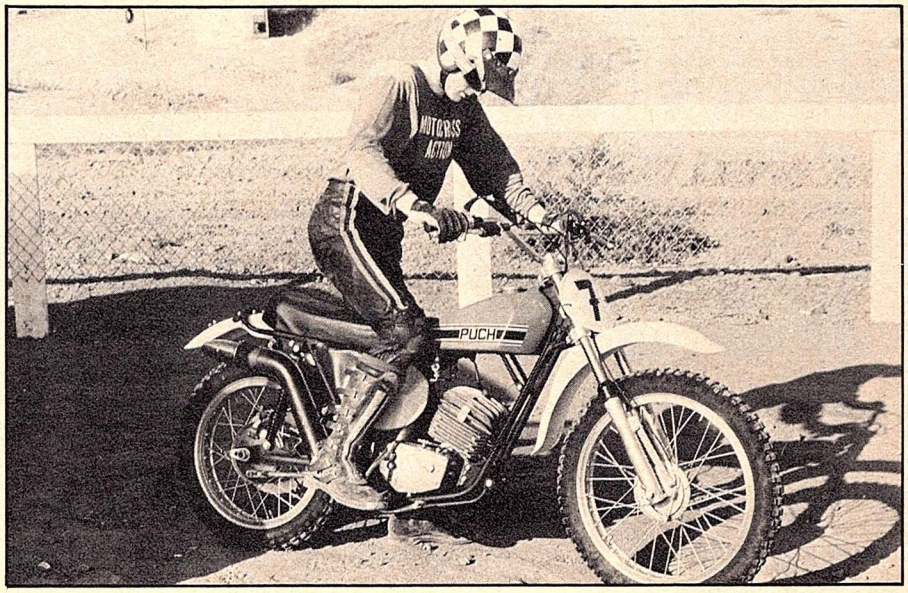
Valley Cycle Park, in the hills northwest of L.A., was relatively quiet when we rolled up and started unloading our test bikes. The few riders that were there spied the Puch and ambled over for a closer look. It was a good-looking bike and it was different.

The bike sits low and a small rider can easily touch the ground with both feet. This is quite a

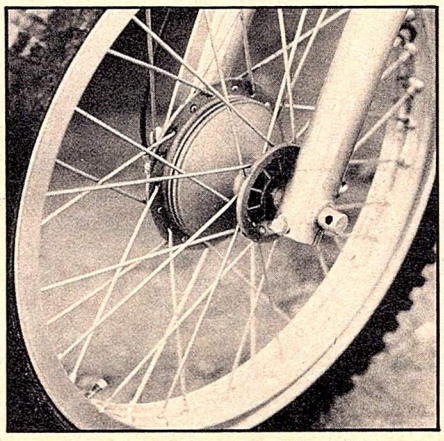
Puch's seat is long and fairly hard, but not uncomfortable. The width might get to the inside of your legs after a while.



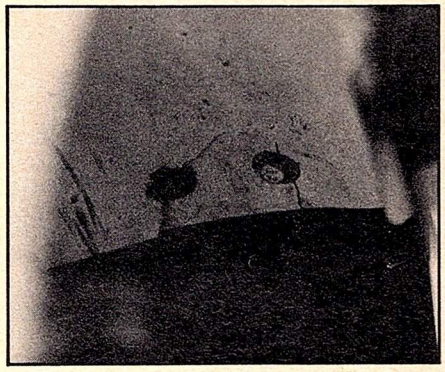
This is half of last year's chrome "pickle." The bike's quiet with it and can be even quieter with the other half that's optional.



The all-new frame lets the bike sit a lot lower than previous models. Check out the height



The new front conical hub is a trick item and very light.

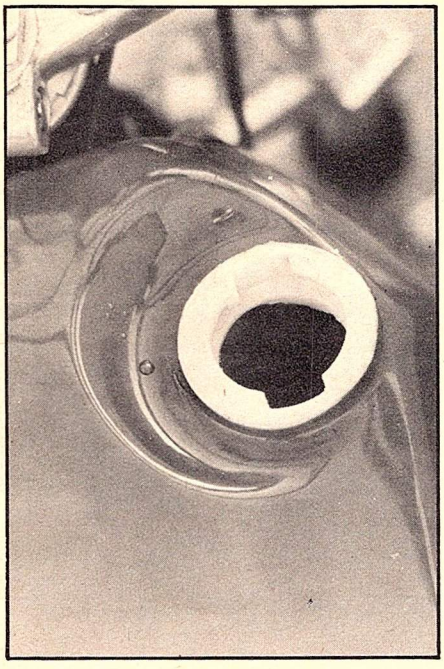


Only thing that broke during our testing was the plastic rear fender, but we didn't know it till we washed it.

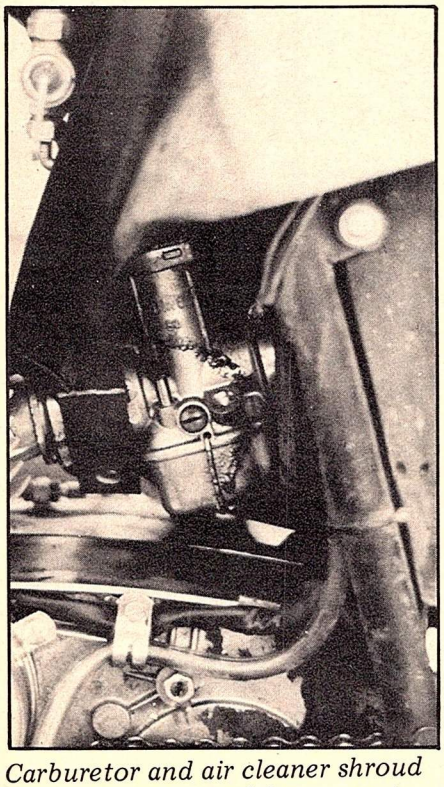
MOTOCROSS
ÅSTION

change from the Puch of old. The only problem now was that the new bars felt like apehangers and were obviously made for the older but higher Puch. They also swept back too far and it was difficult to stand up with them. We changed them later to a set of lower, chrome moly types and while we were at it, we threw away the lousy, skinny Magura grips and replaced them with the new Petty Hex grips. They really work, but you should shave the edges down where your thumb wraps around. The bike felt much better with different bars. Most riders have their own preference in bars and will change them anyway.

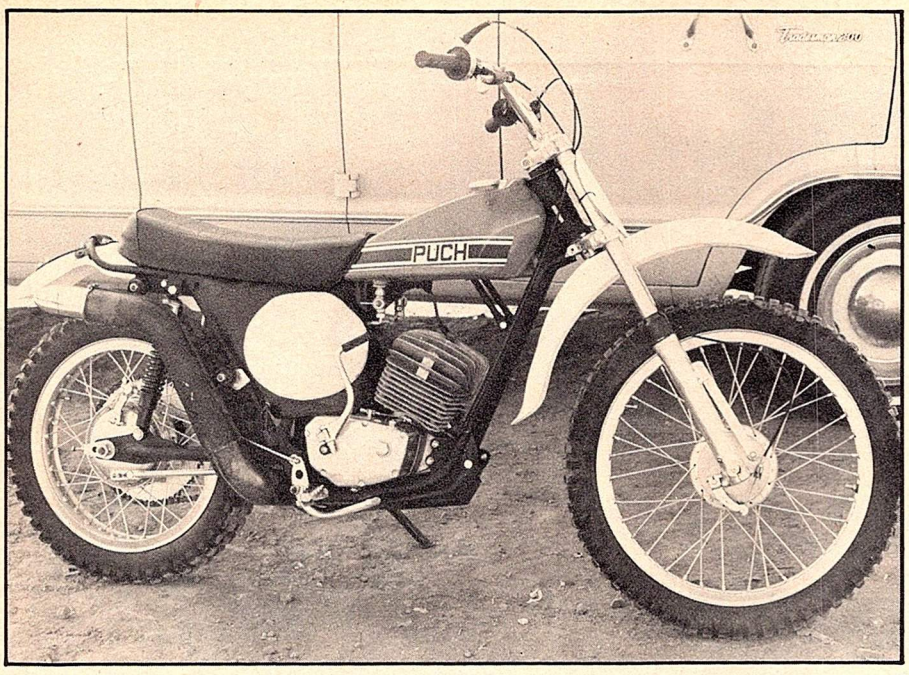
The engine started easily but seemed fat on low-end carburetion. We didn't have any pilot jets or spray bars (vaporizers) so we lowered the needle all the way down to lean it out. As it turned out, we found out that if you change the spray bar to a number 590 or 591 it will solve most of your problems. You'll have to jet the main to your individual riding. We found a wide discrepancy in the various Puch riders in the size of main jets. *

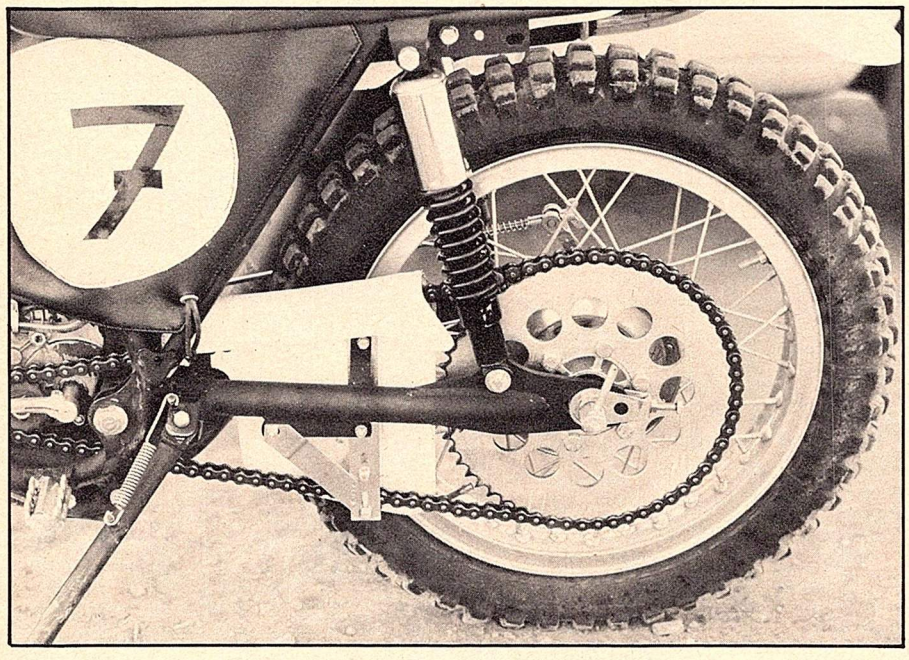


The tank is low, light, narrow and plastic.



Carburetor and air cleaner shroud are easily unhooked for access to 30mm Bing.





SPECIFICATIONS

Suggested Price $1098

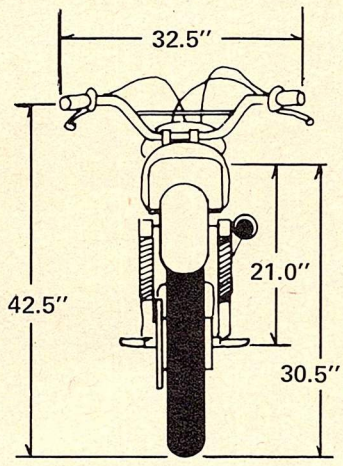
MODEL OF BIKE . . . . . Puch 125 Motocross

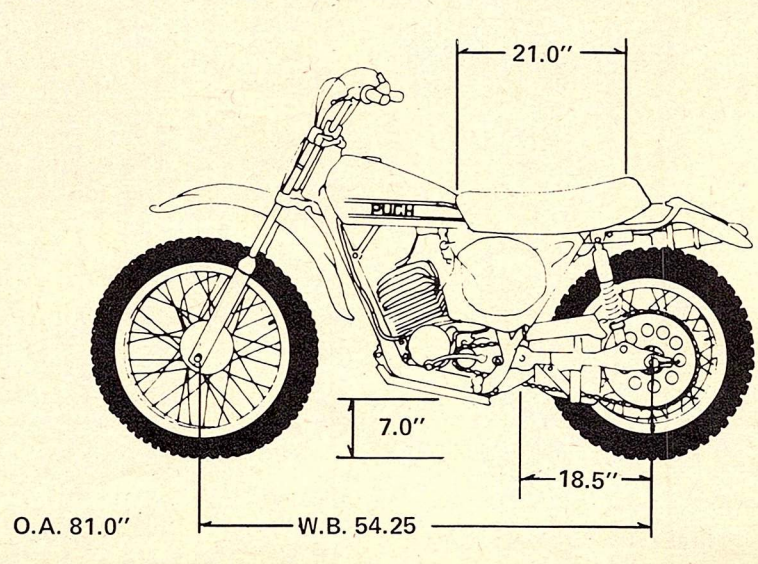
Model & Year . . . . . 1975 125 MX
Engine Type . . . . one-cyl. two-stroke
Displacement 123.5cc
Bore & Stroke . . . . . 55mm x 52mm
Claimed BhP hp @ RPM 22 @ 9000
Claimed Torque @ RPM ft/lbs . . . . . 10.85 @ 8250
Compression Ratio . . . . . 13.8 x 1
Carburetion 30mm center float Bing
Ignition . . . . . 6v Bosch Transistor
Lubrication Method . . . . . Pre-mix
Air Filter . . . . . Dry paper
Recommended Mix 25:1 (MXA 32:1)

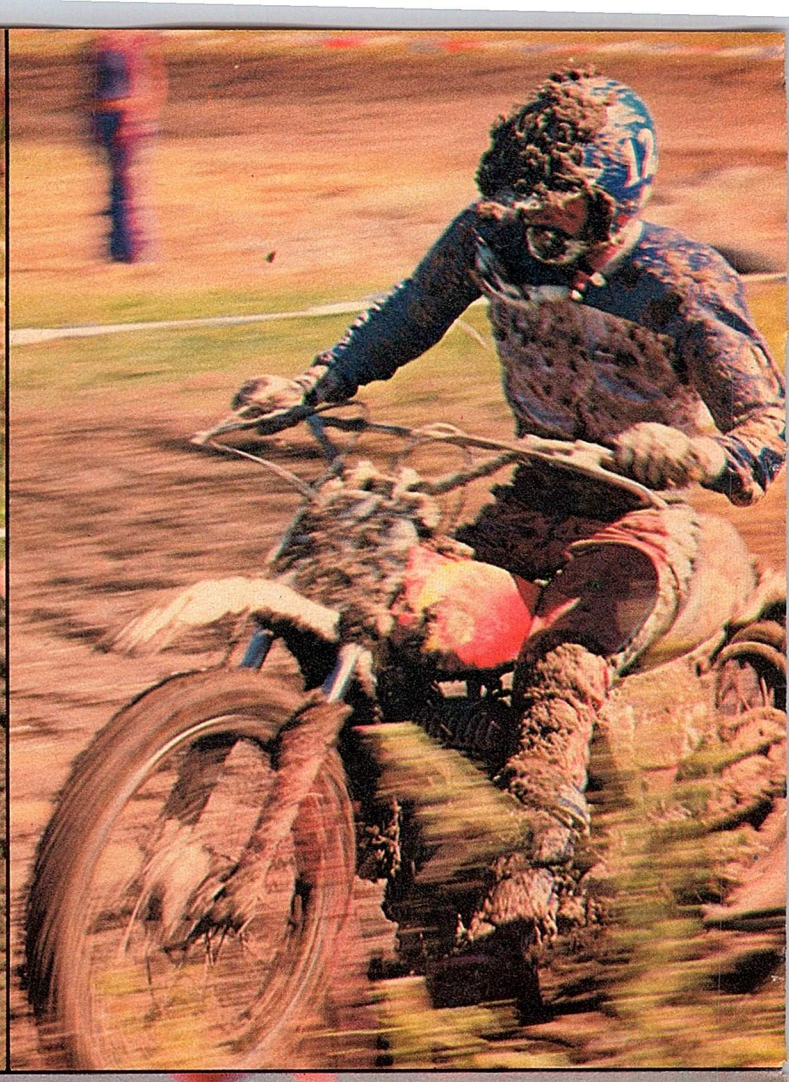
Clutch . . . . . Multi-disc/wet
Primary/Ratio 2.516
Transmission . . . . . 5-speed, dog gears
Ratio 3.500, 2.214, 1.667, 1.278, 1.000
Final Drive 3.538
Sprockets 13/58

Color . . . . . Red and white
Frame . . . . Two-piece, double cradle
Forks . . . . . Betor, 6.5-inch
Rear Suspension . . Girling 3.93-inch
Front Tire . . . . . Metzler 3.00x21
Rear Tire . . . . . Metzeler 3.50x18
Weight Claimed . . . . . 208 (Actual: 217 wet)
Weight Bias 94/123

Fuel . . . . . 2.3 gallons
Engine Oil 2-stroke/pre-mix
Gearbox Oil . . . . . 800cc SAE 30
Forks . . . . . 150cc, 5.073 ounces
Tool Kit . . . . . Yes
Owner's Manual . . . Yes — very good
Warranty . . . . . No





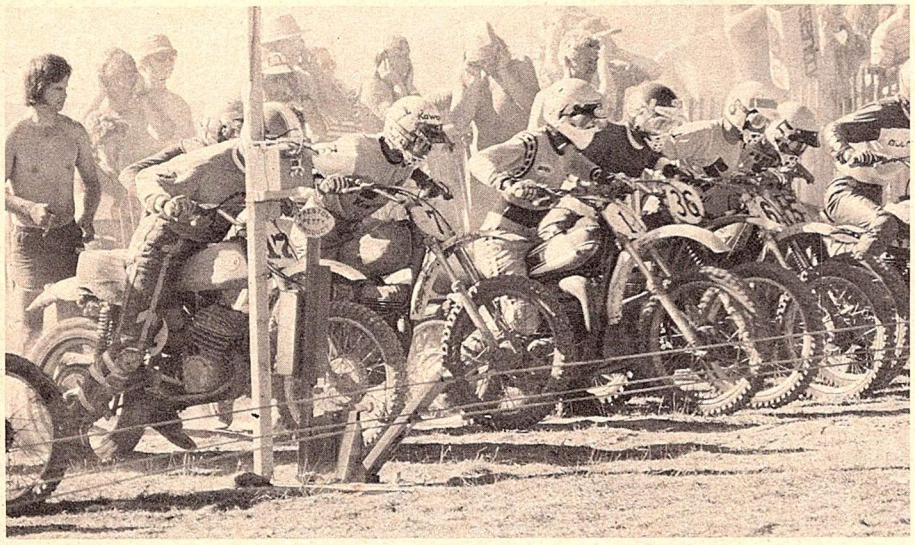


139

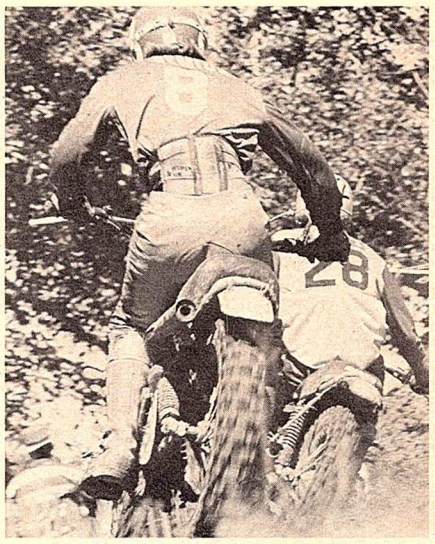
COMPETITION

SNAKE RIVER

Poised at the brink of the canyon, they could've put one helluva drop-off in that track.



The moment of drama. Preston Petty's electronic starting gate worked well, keeping the riders honest. Attempting to jump the cables is like trying to fly a kite in the jungle.



While Pierre and Stack motivated, Gary Semics and Jim West engaged themselves in a moto-long battle for fourth behind Flexy Rexy. West, enjoying his new Maico, couldn't handle Semics for the whole 45 minutes but copped third overall after Gary did a horrendous endo in the second heat.

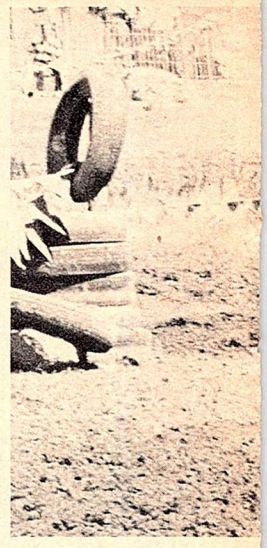
As the first 125 moto got under way in the muddy slobber that obliterated everything but the riders' style, Gary Jones grabbed the lead from Pomeroy, only to get his foot stuck in the goo, letting Bimbo back by. As Jones got going again, McDougal came around, slithered up to Jones and did a belly-whop. Hart found traction on Bruce and escaped.

by Dick Miller and Paul Boudreau

Even though Pierre Karsmakers gobbled the lion's share of Evel's fat $100,000 purse, the day belonged to Marty Tripes. Not since the "old days" on the jet-quick RC Hondas has Tripes shown the devastating speed and talent that carried him to a decisive clean sweep of both motos in the hotly contested 250 class. Gassing his outrageously powerful Can-Am, he deftly picked off Karsmakers and Jim Pomeroy to walk away with the first heat and then, dispensing with formalities, holeshot the second moto never looking back, leaving his Can-Am teammates Ellis and Jones to mop up second and third. Showing the finer points of his easy, lay-back style of racing, "Porky" put all other

riders out of contention. Even when Jim Pomeroy, mustering all his European experience, closed and passed on the outside going into a left-hand 180, Marty stayed loose and regained the lead as they exited. "No problem," said Tripes after the race, "Pomeroy went outside to pass and that turn falls away on the outside. I just held the inside and gassed it. No problem." For an 18-year-old kid, he's got a lotta class.

Another kid showed a lot of class but, unfortunately, his bike didn't. Steve Stackable unobtrusively motored into second place behind Karsmakers in the first open moto with the smooth professionalism that has marked the young Texan's rise to the top all season. Taking the lead off the first turn of the second heat, "Short" dealt with the Dutchman for five or six laps before wilting a bit back to second but maintaining a secure cushion

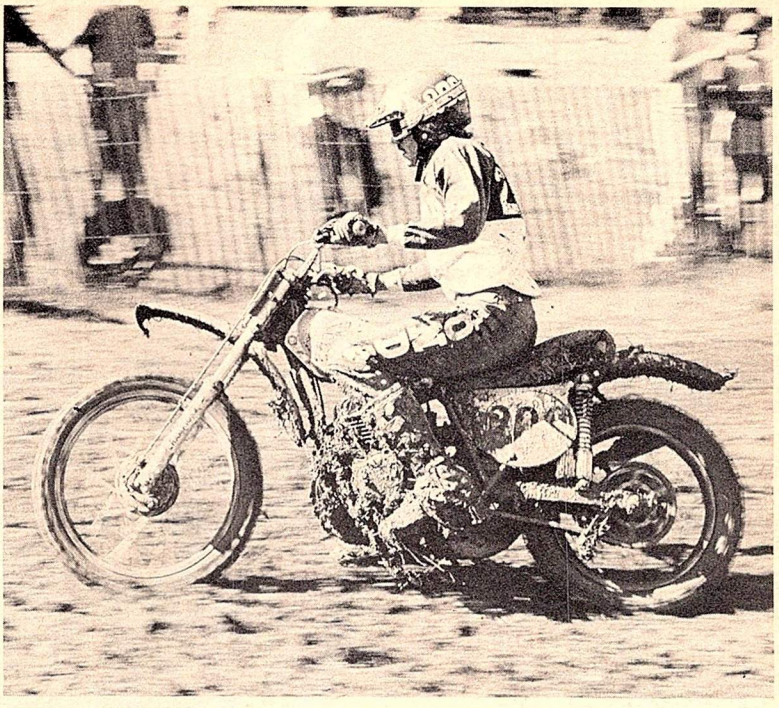


An interesting dice cropped up between younger brothers Ron Pomeroy and Dewayne Jones in the 125 class. Both Pomeroy, on a shop Yamaha, and Jones, on a factory Can-Am, had mediocre finishes.

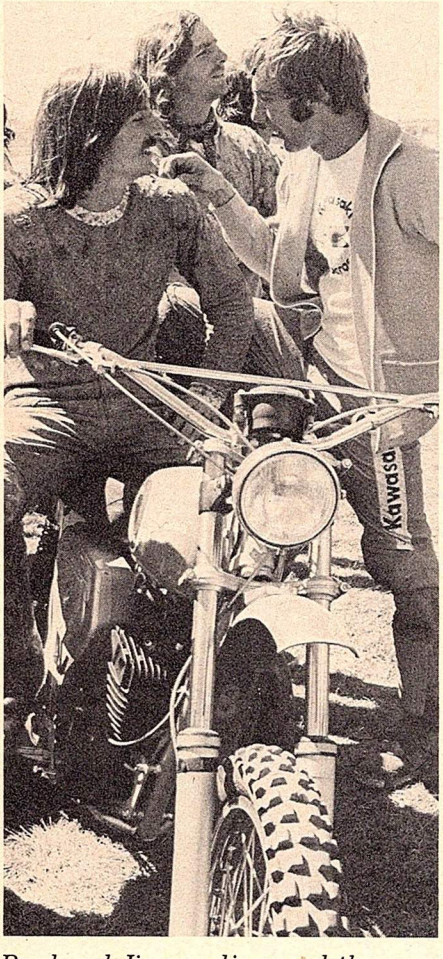
Steve Stackable rode his big Texas heart out, being bested only by Pierre Karsmakers and an $8000 throttle cable.

Pierre Karsmakers, $12,210 richer after four long motos.

One of the surprises of the day was Northwest number one Chuck Sun, who was deftly handling DeSoto 'til John passed with a resounding CLANK in typical Hawaiian style. When his eyes shrank back down to normal, Sun took another run at John only to have a throttle cable come unglued. The crowd went "AW."

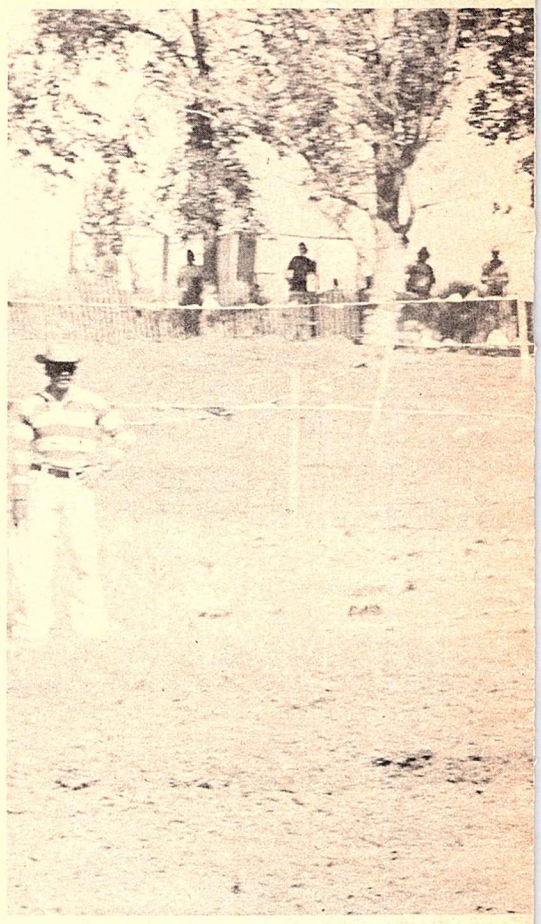


Gaylon Mosier, no longer officially with team Honda, showed class in qualifying but couldn't wrestle his snakey stocker long enough to finish well in the main event.



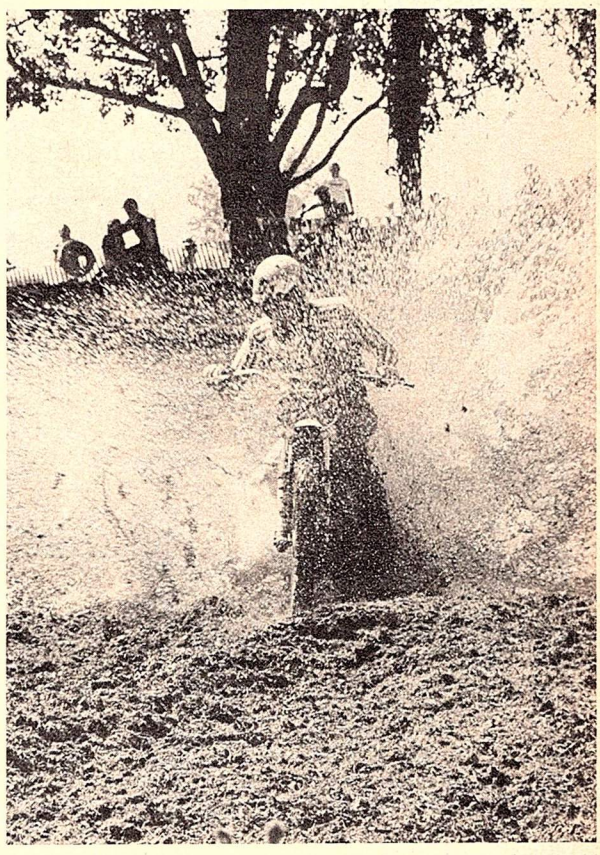
Brad and Jimmy discussed the possibilities of who was faster'n who before the race. After an incredible battle in the second heat, Weinert conceded to Lackey . . . this time.

His knees healing well, the perennial John DeSoto is attempting another comeback on a stone-stock Ossa. Showing his old stuff, the Hawaiian put the juice to Jim Ellis for half a qualifying heat 'til the young Nutmegger got by.

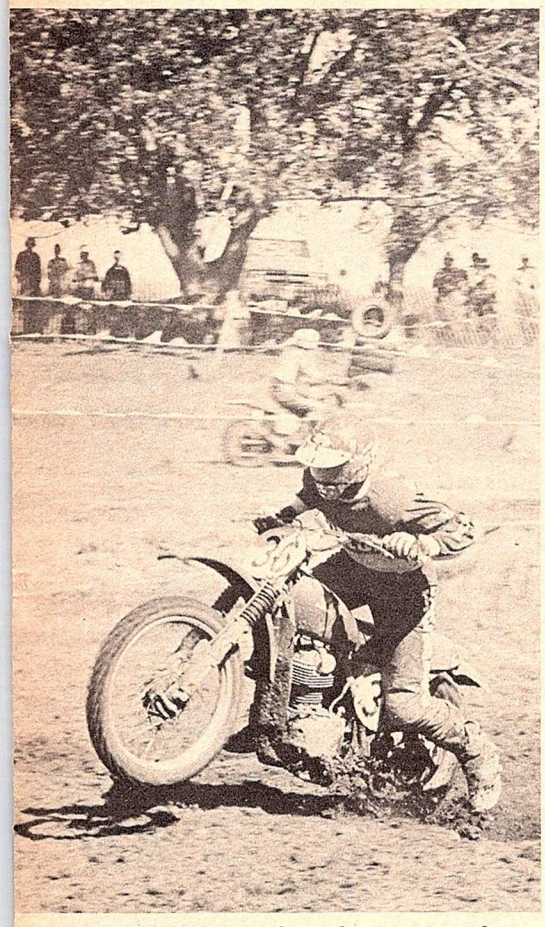


Marty Tripes rode the super-fast rotary valve 250 flawlessly. At the pace he's going, and Ellis is going, and with Grossi on the mend, this should be an interesting year.

The L.A.F.D. Marty Smith, shown closing on Charlie Bower, couldn't stay with Pomeroy in the mud, but when the track dried, nobody could touch him.



Sherm Schneller, better known as "The Devil," fought briefly with the leaders before his 400 Penton fouled a plug. The B&C Welding team, Chris Bower head-ga wrench, was one of the many private entries.



No matter where he was on the track, Rex Staten and the mighty Honda thumper kept riders looking over their shoulders awaiting the onslaught. Rabbit Rex and his rolling thunderstorm pulled a solid second.

ahead of Rex Staten thumping away in third. With three laps to go, and most eyes on the incredible duel between Lackey and Weinert that had carried the two from mid-pack past Staten, Stackable failed to come around. As the richest motocross in history paced out its final lap, Steve sadly pushed his silent Maico to the finish, the victim of a broken throttle cable and a broken heart.

Jim Pomeroy blistered the first 125 moto, going from tenth to first in the first turn and then stretching it to a half-lap lead over National Champion Marty Smith. The start of the second moto, however, left Pomeroy, his brother Ron, Tim Hart and Mark Tyer all on the ground. "That's it!" cried Roy "B. F." Turner, "Smith will win. Nobody out there can beat him." And nobody did.

RESULTS

500cc

1. Pierre Karsmakers (1-1) ..... Yamaha
2. Rex Staten (3-4) ..... Honda
3. Jim West (5-9) ..... Maico
4. Mike Runyard (7-8) ..... Suzuki
5. Tony DiStefano (6-13) ..... CZ
6. Wyman Priddy (12-10) ..... Kawasaki
7. Terry Clark (11-11) ..... Husqvarna
8. Bryar Holcomb (21-5) ..... Maico
9. Pat Richter (10-16) ..... CZ
10. Sal DeFeo (9-17) ..... Maico

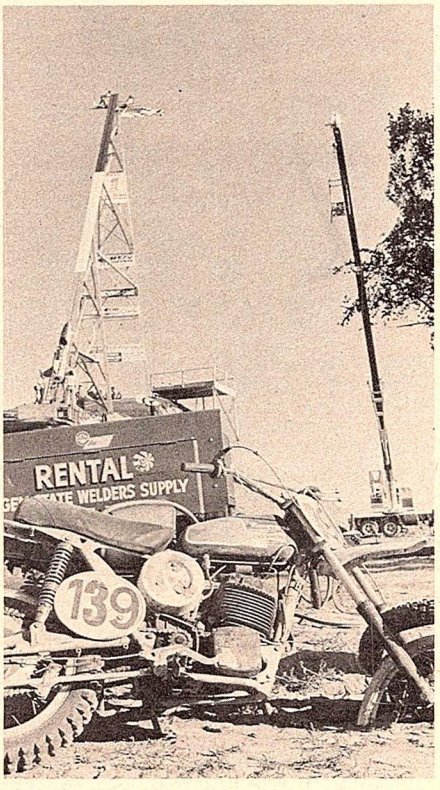
250cc

1. Marty Tripes (1-1) ..... Can-Am
2. Jim Ellis (4-2) ..... Can-Am
3. Pierre Karsmakers (3-5) ..... Yamaha
4. Rich Eierstedt (7-4) ..... Honda
5. Richard Grafton (5-6) ..... Husqvarna
6. Gary Jones (10-3) ..... Can-Am
7. Ron Pomeroy (8-7) ..... Bultaco
8. Rich Thorwaldson (6-10) ..... Suzuki
9. Jim Turner (9-8) ..... Bultaco
10. John DeSoto (11-11) ..... Ossa

125cc

1. Marty Smith (2-1) ..... Honda
2. Brad Lackey (5-2) ..... Husqvarna
3. Bruce McDougal (6-3) ..... Honda
4. Tim Hart (3-9) ..... Yamaha
5. Mitch Simmons (9-6) ..... Montesa
6. Tim Lunde (7-13) ..... Kawasaki
7. Robert Doss (13-8) ..... Honda
8. Jeff Foland (10-11) ..... Honda
9. Eddie Cole (15-7) ..... Kawasaki
10. Charlie Bower (19-5) ..... Honda

DAREDEVILS



Two daredevils, Lisle Gilbert (139 Husqvarna) and Evel Knievel (X-2 Skycycle) made their bids for fame and fortune in the clear skies over Snake River Canyon. Gilbert took off clean, had a good flight but suffered a slight malfunction on landing. Knievel, never to be outdone, blew all three.

CONTESTS

Evel.

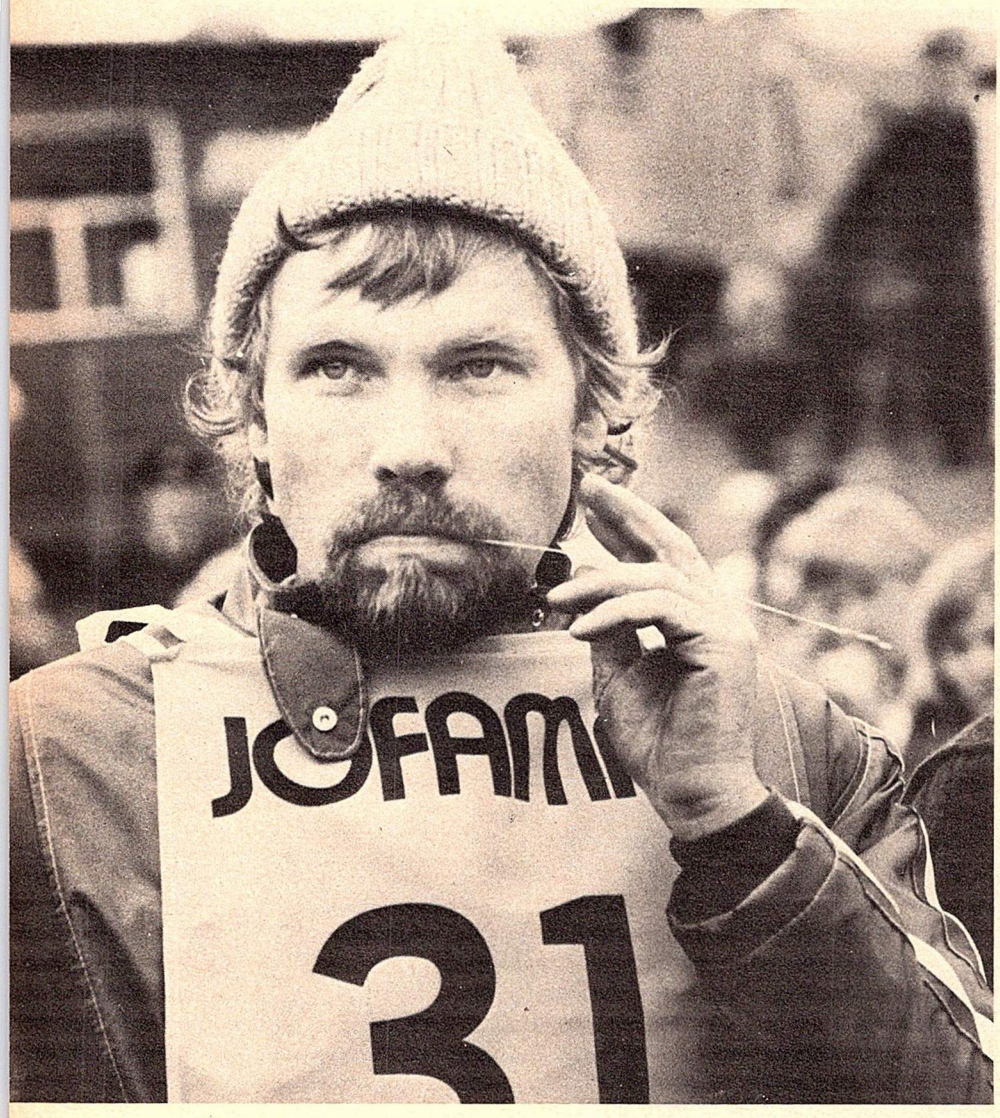
Arlo.

Mike.

Saturday, post-race and pre-jump day, was for kick back and relax with swimming, drinking, parties and contests. For $500 winner take all they had a contest to see who could do the best wheelies and jump the farthest. Even though Evel showed up to try to win his $500 back in the wheelie contest, country boy Arlo Englund from Colorado Springs showed how it was done, winning the cash and the cheers with long, artful balance-point lofties. Yea Arlo.

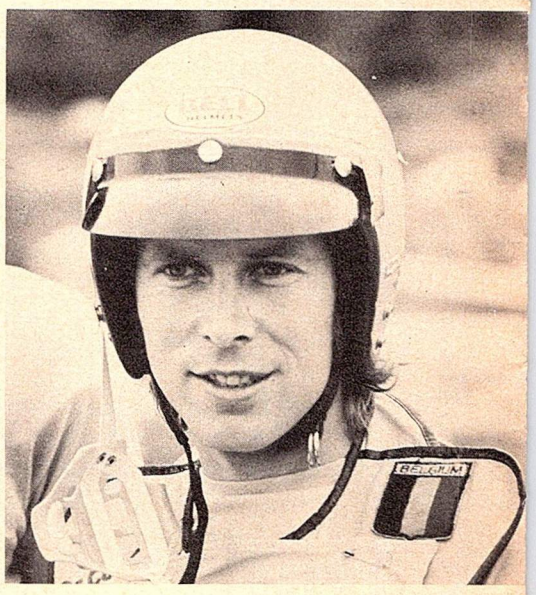
Mike Runyard came to the jump contest with his race bike, wearing his boots, leathers, goggles and even a Jofa. He went pretty far. Kenny Zahrt brought his practice bike, wore his T-shirt, cords, Hush Puppies and a helmet. He jumped ten feet farther simply by doing something nobody else did: held the gas WFO all the way. Yea Ken. *

500cc GRAND PRIX SEASON: TOP FOUR



1. Heikki Mikkola — Age 29
17 finishes
4 overall wins
5 motos no points
10 first places
4 second
1 third
1 fourth
1 sixth

Husqvarna had fantastic teamwork, headed by Roland, the team manager. Heikki's dedicated mechanic Per Olaf Persson (Pelle), a former motocross star in Europe, is one of the very big reasons for Heikki and Husqvarna regaining the World Championship. This fact, coupled with Mikkola's fantastic physical condition and overwhelming desire to win the World Championship, destroyed all other opposition except for his closest rival DeCoster. Heikki couldn't have done it had it not been for the incredible reliability of his Husqvarna. He is so strong that he is capable of taking lines that other riders wouldn't dare. His will to win never faltered and he finally realized a lifelong ambition.

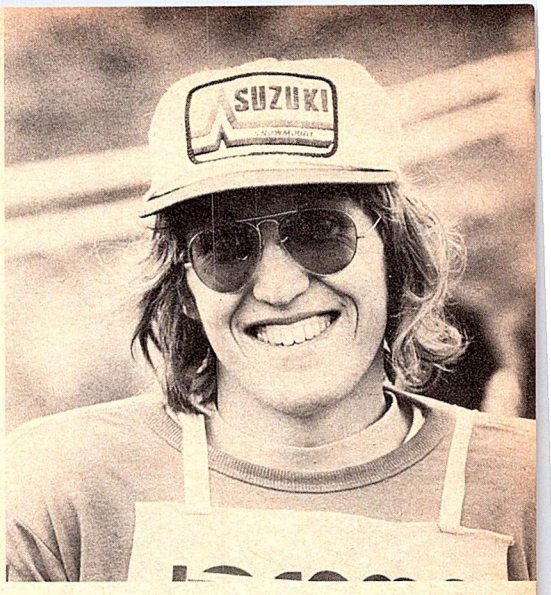


2. Roger DeCoster — Age 30
17 finishes
3 overall wins
4 motos no points
7 first places
5 second
3 third
1 fifth
1 ninth

What can you say about an athlete who's been World Champion for three straight years: '71, '72, '73. He was plagued with mechanical problems the whole year, and when he didn't break he usually won. When other riders are slowing down, Roger goes faster. He has absolute physical control at all times. Besides being a very popular champion, Roger is a leader in his sport. He speaks five languages fluently. He was one of the most sought-after bachelors in Europe until this year, when he was married to a very pretty Santa Barbara, California, girl by the name of Laurie. The strain of this year's GP season took its toll on Roger as well as Heikki. Roger still has the potential to do it again, but he will need the reliability of his machine in order to do so. It is rumored that he has several offers if he would like to change.

3. Adolf Weil — Age 36
17 finishes
1 overall win
1 first place
5 second
5 third
1 fourth
1 fifth
2 sixth
2 seventh

Although one of the senior riders on the GP circuit as far as age goes, Weil hasn't been riding as long as some of the younger guys. He got started later in the motocross sport than some of his younger competitors, but talent and experience have made him a formidable foe. Many say that he'll do anything to win. The incident at Beuren of him jumping the gate with no penalizing action by the stewards cost DeCoster a possible win and caused many hard feelings between the two. Adolf is a hard, tough rider and is regarded as such. Heikki thinks Weil ought to hang it up because he's getting too old.



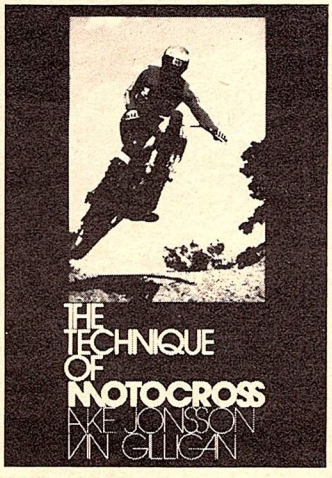
4. Gerrit Wolsink — Age 28
16 finishes
1 overall win
2 first places
4 second
5 fourth
3 fifth
1 eighth
1 ninth

Dr. Wolsink, the fastest dentist in the world, not only can ride a mean motocross race, but has worked hard to attain a degree in medicine. If and when he retires from motocross he can spend the rest of his time patching up the teeth of all the riders who have had to eat his dirt. Gerrit is a popular rider on and off the track and his smooth style of riding is gaining him a lot of points, besides establishing him as the rider to beat. If he hadn't gotten hurt at the Belgian GP at Beuren he would have surely finished third in the final standings. Suzuki was counting on Gerrit as a spoiler for the final GP at Luxembourg. Who knows what the final outcome would have been if he had been there. *

OVERALL WINNER (Each GP) **1974 500cc WORLD CHAMPIONSHIP POINTS BY GRAND PRIX**

RIDER	FMN	MACHINE	AUT	FRANCE	ITALY	DAN	CSSR	W GER	ENG	USA	HOLL	BEL	LUX	TOTAL PL
			21.4	5.5	26.5	3.6	9.6	16.6	7.7	14.7	28.7	4.8	11.8	
H. Mikkola	SML	Husq	15 15	15 15	15 12	15 12	15—	— —	—10	8 12	15—	15 12	15 5	174=1
R. DeCoster	FMB	Suz	2—	12 12	— 15	— 15	12 15	10 6	—15	15 10	10 15	12 15	—12	165=2
A. Weil	OMK	Maico	12 12	— 5	10—	12 5	10 12	15 12	10—	4 4	6—	— 10	10 8	133=3
G. Wolsink	KNMV	Suz	6 3	2 8	— 8	8 6	8 6	8 15	12—	12 15	12 12	— —	— —	124=4
J. van Velthoven	FMB	Yam	—1	6 6	6 6	10—	1—	— —	15 12	10 5	8—	—8	12 10	109=5
W. Bauer	OMK	Maico	10 10	5 4	5—	6—	5 10	12 10	—6	—1	—4	— —	— —	87=6
A. Jonsson	SVEMO	Yam	5 6	4—	12 4	5—	6 8	5 8	6 3	2—	5 8	10 5	5 6	85=7
A. Kring	SVEMO	Husq	4 4	10 3	— —	4 10	— —	4—	8 8	— —	4 10	8 6	—4	80=8
B. Aberg	SVEMO	Bult	8 8	— —	8 3	3—	3—	6 5	2 5	3—	— —	— —	—15	69=9
B. Lackey	AMA	Husq	— —	1 2	—10	—8	—3	3 4	4 4	6—	—6	—4	3 2	57=10
			MIK	MIK	MIK	MIK	DC	WEIL	VELT	WOL	DC	DC	VELT	

NEW BOOK
by
AKE JONSSON



- *THE TECHNIQUE OF MOTO CROSS* is the one moto cross book NOT written for beginners! It is an advanced book for riders who are already good and want to get better.
- "I do not need to tell you that a book can not make you a championship rider. However, an advanced book on moto cross can give you insight and techniques which would take you years to learn on your own. I have tried to make *THE TECHNIQUE OF MOTO CROSS* as advanced a book on moto cross as possible..."
  Ake Jonsson
- *"THE TECHNIQUE OF MOTO CROSS* is pitched right at the seasoned racer... Ake Jonsson reveals things about style and technique that you don't find in other 'How To' books... Expert riders are going to revel in some of the tips Ake is letting us all in on."
  CYCLE SPORT MAGAZINE
- Get the basics down. Then when you're ready... read *THE TECHNIQUE OF MOTO CROSS*. The only $4.95 accessory that will really help you to go faster.

Please send_____copies of Ake's new book at $4.95 each. (Cal. Res. add 5% sales tax). Enclosed is $_____.

Send to:

NAME_____

ADDRESS_____

CITY_____

STATE_____ ZIP_____

Paul Oxman Enterprises
Dept. 8, 2051 S. Lyon St.
Santa Ana, Cal. 92705 (714) 979-8855

LACKEY

Cont'd. from page 22

almost impossible, you know? I have a really good map and still maybe half the races haven't even been on the map this year. And if you stop to ask anybody they don't speak English and you've got to speak a different language for every place you're at and things get pretty hard to find sometimes.

And there's no signs. They have no motocross signs until Saturday or Sunday and when you come on Friday it's really a hassle. And the signs are really hidden, most of them, and hard to find.

TERRY: Do you find yourself learning how to get around better now than you did your first season?

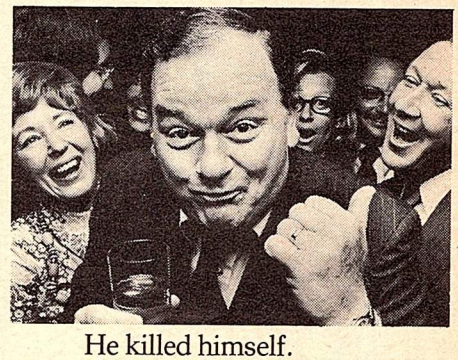
BRAD: Oh, I think there's still a lot of things I'm learning just like the first two years I was here. I kind of learn things day by day and then I kind of forget them day by day. I learn something and I know that's the way it's got to be done, but I can forget a lot of the same things, like places to go to make it easier to change your money or do this or that. And you forget about those kinds of things. I'm talking about getting around and making things easier for yourself, which has to do with the racing because if you're all bummed out because you're not having a good time, you can't do good, you know?

TERRY: With all that hassle, why is it you race over here instead of back home? Wouldn't it be a lot easier to race in the States?

BRAD: I've been riding a long time, five years, and I haven't ridden on all the tracks in the States. I probably haven't ridden on a lot of them. But I just kind of get tired of them. They're all about the same caliber, they're all about the same, you know? There are so many good riders in the United States now. A lot of riders can go fast on these tracks because they're so easy. But I like to ride the Grands Prix over here.

Some of the International races are in California, but the Grands Prix here are really good tracks, really hard. You've got to take a lot of time learning the track. And all of the riders that ride them go really fast, so it's really difficult to place well, and that's what motocross is all about to me,

THE LIFE OF THE PARTY IS DEAD.



He killed himself.

He didn't mean to. But he had lost control of his drinking. And after the party, he lost control of his driving and killed himself.

Now his friends shake their heads and stare at the ground and wonder why. But the sad fact is his friends weren't friends. His friends let him die.

They knew he didn't drink only at parties. They knew he was a problem drinker. And still, they let him drive.

Last year, problem drinkers were responsible for 19,000 highway deaths. If one of your friends has a drinking problem, there are many ways you can help him. But first you must help him stay alive.

If you are really his friend, don't help him drink.

If he has been drinking, don't let him drive. Drive him yourself. Call a cab. Take his car keys. Everything you think you can't do, you must do.

We were lucky this time. The life of the party killed only himself.

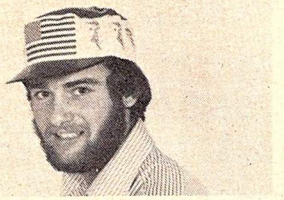
DRUNK DRIVER A3
BOX 2345
ROCKVILLE, MARYLAND 20852

I want to keep my friends alive.
Please tell me how else I can help.

My name is_____
Address_____
City_____ State_____ Zip_____

WHEN A PROBLEM DRINKER DRIVES, IT'S YOUR PROBLEM.

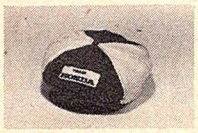
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



JIM POMOROY
Wearing his new super trick autograph hat. Purchase of this hat will help support Jim in Europe. **No. 109. . $1.25**

All items available with your company name or logo.

PRO-AM
Finest quality hat available anywhere. Color co-ordinated factory colors, with team m/c patches. One size fits all.
No. 101 . . . . $3.95



STROKER HAT
Our newest item! Hat comes in contrasting colors. One size fits all.
No. 102 . . . . $3.95

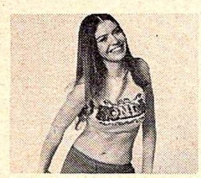
M/C VISOR
Quality made visor with your m/c brand affixed. One size fits all.
No. 103 . . . . $2.95

We specialize in custom-made hats with your company name.

LEATHER VISOR
Quality genuine leather visor custom engraved with M/C brands. Fully adjustable. One size fits all.
No. 113 Retail **$4.95**

ORIGINAL HOT HAT
The original Hot Hat in new factory colors and designs. Specify Small, Medium, or Large.
No. 105 . . . . $1.00

EUROPEAN MX CAP
Our newest item. High quality cotton cap designed after the original European MX cap. M/X rider on front with M/C brands on side. Team colors with color co-ordinated panels. One size fits all.
No. 112 Retall **$2.50**



HOT CHEST PROTECTOR (HALTER TOP FOR PIT TOOTSIES)
Made of all cotton. Individually packaged in display bag. One size fits all. Assorted super colors per design.* Most Motorcycle Brands.
No 118 Retail **$4.95**

LEATHER STROKER
This is the genuine original leather stroker. Hand made using finest quality genuine soft leather with Swiss embroidered emblem affixed.
No. 114 Retail **$12.95**

# ITEM	M/C BRAND	PRICE
SHIPPING		50¢
Calif. Residents add 6% Tax		
TOTAL		

Name_____
Street_____
City_____ State_____ Zip_____

Send to **SUN HAT CO.,**
makers of famous Hot Hats
17835 Sky Park Dept. MX 3-1
Irvine, Ca 92707

Dealer & distributor inquiries invited.

making it hard. If it gets too easy, it's no fun, you know? Like anything.

TERRY: When I saw you in December at Roger's wedding you still didn't have a contract for this year and you were sort of waiting around to see what was going to happen.

BRAD: Yeah. From the poor performance I had in the Trans-Am nobody was too interested in me so I didn't have too much going right then. But I was going to ride the Grands Prix no matter what, and if I couldn't get a ride I was planning on buying a van and making some bikes, the ones I wanted, and putting them in the van along with everything I needed and shipping it over and riding the Grands Prix and hope that I could do good enough that I could get somebody interested in me as a rider for the next year.

TERRY: Isn't that more or less the way you were over here in the '73 season? Weren't you pretty much on your own?

BRAD: Kawasaki paid the air fare for the bike and paid for my mechanic and I did the rest.

TERRY: How much did it cost you?

BRAD: Ten thousand dollars.

TERRY: Out of your own pocket?

BRAD: Yeah.

TERRY: I guess things are a little better this year. It doesn't cost you anything now.

BRAD: No. Husqvarna pays all my bills and stuff while I'm here. I just have to pay for my girlfriend Lori and stuff like that, you know; if I need a car or something like that I pay for it.

TERRY: Who contacted you about the possibility of a ride from Husqvarna?

BRAD: The American Husqvarna team manager Terry Knott. During the Trans-Am I was talking to him some because I knew that we were having some problems with the Kawasakis and I wasn't riding that well. So I was discussing some things with different people, just looking out for myself, and nothing came up too much, and I was waiting and I made it known to all the factories I could think of that I needed a ride. I was fired from Kawasaki

Cont'd.

SUPER COLOR T-SHIRTS . . . $5.00 ea. with high crew neck band and breast pocket 100% cotton Sizes S-M-L-XL
Colors: Tan - Yellow - Light Blue - Gold
Give 2nd and 3rd color choices.
WHITE T-SHIRTS . . . . . $2.95 ea.
WHITE SWEATSHIRTS . . . . $4.50 ea.
Sizes 8-10-12-14-16 Adults S-M-L-XL
Design on both sides add . . . $1.00

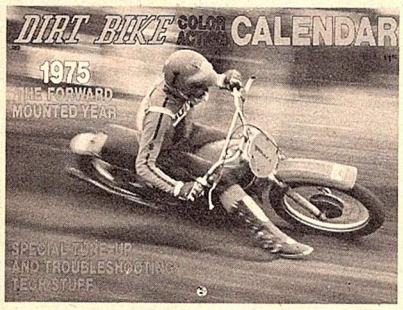
FREE RATTY RAG NEWSPAPER LOADED WITH DESIGNS, ARTICLES AND PICTURES OF CHOPPER BIKE WINNERS SEND 25C PP - HDLG

ORDER FROM STORE NEAREST YOU

RAT'S HOLE 801 MAIN MX-ST. DAYTONA BCH., FLA.
OR 3025 LAS VEGAS MX BLVD. SO. LAS VEGAS, NEVADA 89109

Orders Under $10.00 Add 50c For Postage

THE 1975 DIRT BIKE CALENDAR IS HERE!



GREAT COLOR! DYNAMIC ACTION!

MORE VALUABLE GUIDES AND REFERENCES THAN EVER BEFORE!

- Handy trouble-shooting chart with step-by-step guides
- Spark plug cross-references
- Torque value chart for most nuts and bolts
- Timing and plug gap info for street and dirt bikes
- Fuel/oil mix ratios for 2-stroke fans
- Dynamite color action photography
- Twelve months, arranged in order with varying numbers of days each
- Important dates, like when DIRT BIKE goes on sale
- Holidays, even some new ones
- Giant center-spread picture by Brian Klock
- PLUS, a ¼-inch hole (to hang it up with)

DIRT BIKE CALENDAR
Box 317, Encino, CA 91316

Send check or money order for $1.50 plus 25¢ per copy for handling and postage. MX 3-1

NAME_____

STREET_____

CITY_____

STATE_____ ZIP_____

LACKEY

Cont'd.

because of the fuel crisis or whatever. They fired all the riders at Kawasaki except Duhamel from road racing and Weinert who had a two-year contract.

I waited and waited and didn't hear anything for a long time and finally, I had already bought my van and I was just getting other things ready to come over, and then just before I left I called Husky and we worked out a contract, and I left maybe four or five days after that for Sweden and the training camp.

TERRY: What did you do at the training camp?

BRAD: Trained! A lot of work. Skiing, cross-country skiing.

TERRY: Did you know how to do that before?

BRAD: No.

TERRY: Is it hard to learn?

BRAD: No. It's hard to do, though. They make you go up some hills and stuff. We did that and all kinds of special motocross training. There are some doctors in Sweden who have really been into motocross and they know the exact exercises to build up the right muscles for motocross. We did sets of exercises all day long and in the afternoon . . . well, here's kind of our schedule:

First day we got there we did a maximum exercise. We did like 12 to 15 separate, different kinds of exercises and we had two minutes at each station. We did as many and as hard and as fast as we could. As many of the exercises . . . we counted them, push-ups, or sit-ups, or jumping jacks or certain things, as many as possible. They have handlebars with springs on the levers and stuff . . . So you did this maximum test the first day and did as many as you could and then you rested for about 15 minutes after that and then you did two more laps of all these exercises to kind of cool down. Then in the afternoon we went to the hotel where we were staying and we had lunch and they give you a little rest, about an hour, everybody usually went to sleep, and then we got back up in the afternoon and went cross-country skiing on this track across the frozen lake, near where we were, in northern Sweden. That was the first time we did that and we went

If sleek, smooth, fast lines are your thing. . .

AUTO REPORTS will turn you on!

Auto Reports is the ONLY magazine of its kind to feature road tests of all the new models — at new model time. We're big on performance, roadability and tech info.

We're new and we're excited about bringing you all the detailed information on the newest cars at the same time they roll off the production line.

We'll be talking about the compacts, super coupes, sub-compacts and the status cars. We'll be talking about all of them!

When you're ready to travel with 4 on the road, Auto Reports can help you choose your wheels.

SEND FOR YOUR COPY TODAY!

AUTO REPORTS MX 3-1
Box 317, Encino, California 91316

Please enclose $2 plus 50¢ for postage and handling for each copy ordered. Send check or money order.

Name_____

Address_____

City_____

State_____ Zip_____

GET YOUR BACK ISSUES OF MOTOCROSS ACTION MAGAZINE

☐ **Sept. 73** Maico 450
☐ **Oct. 73** The GP Riders
☐ **Nov. 73** Yamaha YZ
☐ **Dec. 73** Marty Tripes Boy Wonder
☐ **Jan. 74** Grand Prix
☐ **Feb. 74** Montana MX
☐ **March 74** Biggest Race
☐ **April 74** Combat Wombat
☐ **May 74** The Sang Gang Takes Over
☐ **Aug. 74** Roger Decoster Interview
☐ **Sept. 74** Yamaha Motoshock
☐ **Oct. 74** Czech Nabs Super Bowl
☐ **Nov. 74** Decoster at the U.S. Grand Prix

Check issue desired. Enclosed check or money order for 75¢ per issue, plus 25¢ per issue for postage and handling. MX 3-1

MOTOCROSS ACTION Magazine
Back Issues Dept.
Box 317, Encino, Calif. 91316

Name_____

Address_____

City_____

State_____ Zip_____

about ten or 15 kilometers the first day, up hills and through trees and trails. It's not skiing like you think, like you see people doing — there's no coasting, you know? you might make one downhill where you can coast down the hill but that's about it. The whole thing was hard work.
TERRY: A lot of people go cross-country skiing for fun.
BRAD: Yeah, if you're Rolf Tibblin! Yeah, it was hard. Then for the rest of the week we did just about the same thing. One day we rode, but every morning we'd get up and we'd come down and we'd play soccer and stuff like that and then do all the exercises. We did different exercises with guys on your back; deep knee bends with extra weight on you; just all kinds of motocross stuff. And halfway through the week until the end of the week, it was so hard and there was so much training that if you tried and did what you were supposed to, at lunch time you'd come home and eat lunch and immediately pass out and go to sleep. And then when they came to get you to go skiing you'd have to wake up and go skiing.

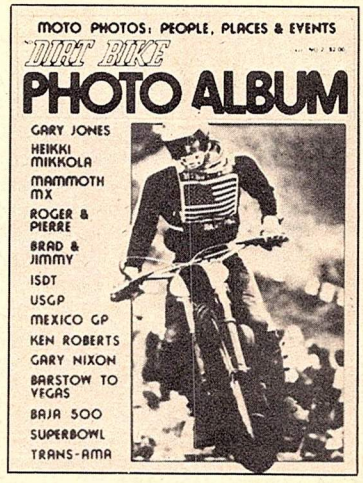
I couldn't even walk hardly, for a week. The fastest I could walk was just barely walking along. My legs were sore and the muscles were tight from doing so much that you're not used to doing. At the end of the week we did another maximum test thing just like the first day we got there, to see how much we had improved. It was the same thing: two minutes at each exercise station wide open and then they pulled out your scores to see how much more you could do.

That was about it for one week, just training every day. Oh yeah, and then one morning you got up and had a bicycle test on one of the bicycles. You sit on it and pedal and they took breathing records and heart records to see how fast your heart beat and what kind of air you've got, to see whether you would be a good rider or if you would be a shitty rider, because you can't get that much air, you know? It's however you're built inside. They tested all kinds of things.

From then on it was pretty easy

Cont'd. on page 67

1975 DIRT BIKE PHOTO ALBUM



The photographs are drawn from the National MX circuit and the European Grand Prix (Gary Jones, Heikki Mikkola, Jimmy Weinert Roger DeCoster and Brad Lackey are some of the names featured); from Southern California desert races and the international Baja 500; from the enduros and ISDT; from local competitions held as far away as Mexico & New York; and from the Grand National Skiddin' Trail (with stars like Gary Nixon and Kenny Roberts).

DIRT BIKE PHOTO ALBUM
Box 317, Encino, CA 91316

Send check or money order for $2.00 plus 25¢ per copy for handling and postage. MX 3-1

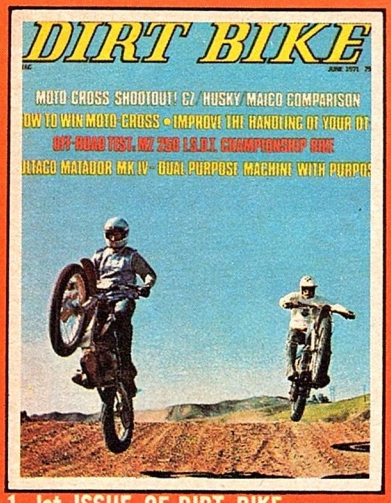
NAME_____

STREET_____

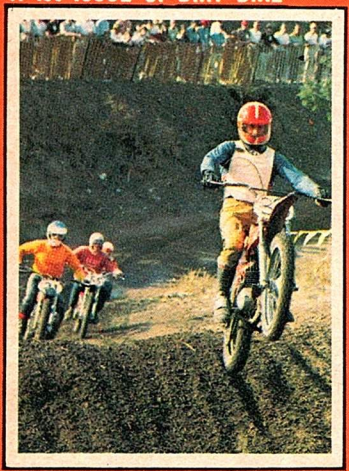
CITY_____

STATE_____ ZIP_____

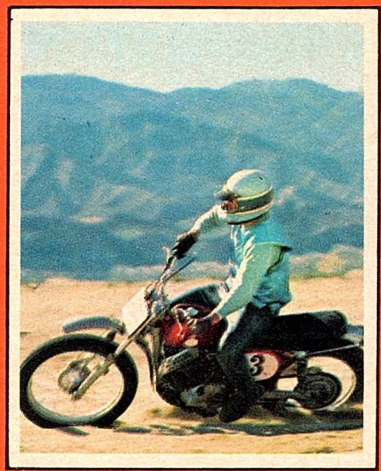
DIRT BIKE COLOR ACTION POSTERS


DIRT BIKE
MOTO CROSS SHOOTOUT! CZ/ HUSKY MAICO COMPARISON
OW TO WIN MOTO CROSS • IMPROVE THE HANDLING OF YOUR DT
OFF-ROAD TEST: MZ 250 I.S.D.E. CHAMPIONSHIP BIKE
ITACO MATADOR MK IV - DUAL PURPOSE MACHINE WITH PURPOS

1. Ist ISSUE OF DIRT BIKE

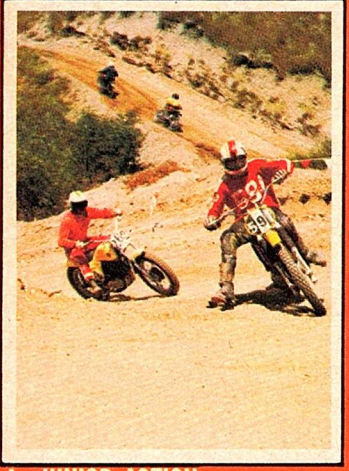


2. ACTION AT THE INTER-AM

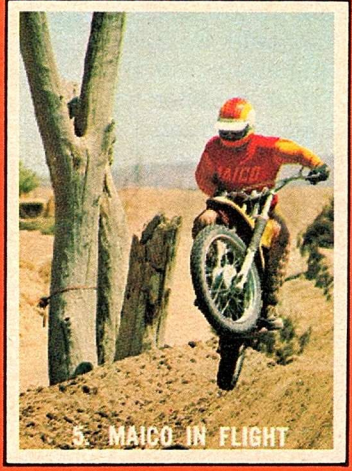


3. JIM CONNOLLY INDIAN DUNES

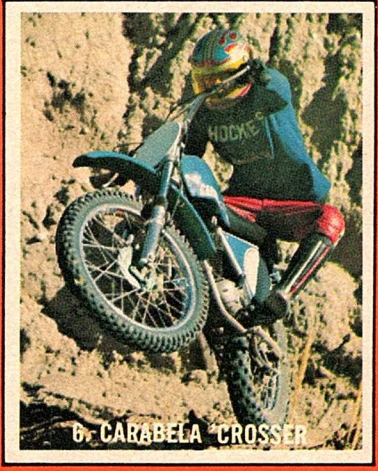
Got a section of wall that measures 17 x 22 inches? Any old wall will do. Now, here's how to make that wall worth looking at. Hang up one or more of these far-out, blow-mind, trick action posters. The cost? It's right. Just $2.50 each (plus 25¢ postage and handling), $7.50 for any four posters that catch your eye (plus a half a buck for postage and handling). Or go all the way and do up an entire room — $14.00 will get you all eight (of course that same 50¢ added for postage and handling). Order now — that empty wall can't be that interesting to look at.



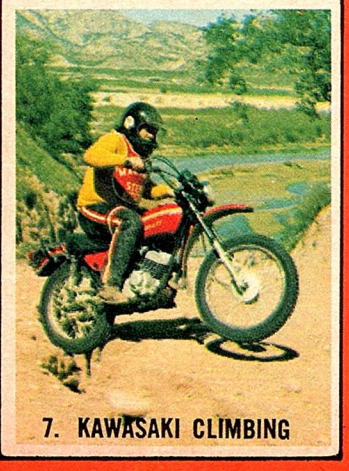
4. JUNIOR ACTION



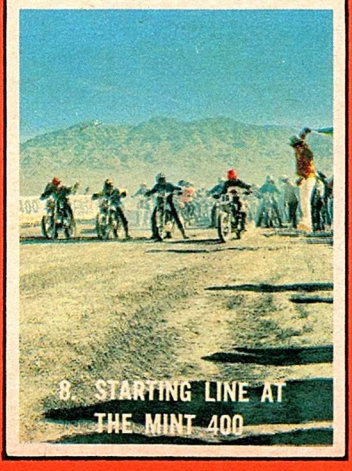
5. MAICO IN FLIGHT



6. CARABELA CROSSER



7. KAWASAKI CLIMBING



8. STARTING LINE AT THE MINT 400

PLUS PRODUCTS, INC.
2732 Heritage Circle
Las Vegas, Nevada 89121

MX 3-1

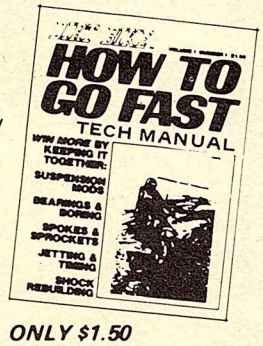
Enclosed is check or money order for $_____.
Poster No. 1.☐ 2.☐ 3.☐ 4.☐ 5.☐ 6.☐ 7.☐ 8.☐
$ 2.50 ea. plus 25¢ postage
$ 7.50 any four plus 50¢ postage
$14.00 any eight plus 50¢ postage

Name_____
Address_____
City_____
State_____ Zip_____

DIRT BIKE
HOW TO GO FAST
tech manual

THE "HOW TO" BOOK
on how to go faster and keep on running

This outstanding tech manual features the lowdown on forward mounted shocks, shock rebuilding, a spring rate calculation formula and thousands of words about bearings, porting, boring, jetting, timing, gearing, compression testing, gasketting, how to build an el cheapo bike bench. And many more tips on ways to get going and keep on running.



ONLY $1.50

HOW TO GO FAST MX3-1
Box 317, Encino, Calif. 91316

Please send_____copy(ies) of HOW TO GO FAST. Enclosed is $1.50 plus 50¢ postage and handling for each copy.

Name_____
Address_____
City_____
State_____Zip_____
Dealer inquiries invited.

LACKEY

Cont'd. from page 65

to stay in shape. We were riding two times during the week in Belgium and then racing International races on Sunday, so we were riding three times a week just to get in shape for the first Grand Prix.

TERRY: Did your condition improve? You must have been in good shape before you even got to Sweden because you had been riding all the time.

BRAD: Aw, Trans-Am races, you know, they're not so hard. There's a lot of difference. When I went over I weighed about 170 to 175 pounds and, you know, I wasn't exactly fat, but like now I weigh 150 to 155.

TERRY: Has your training made a difference in your race performance?

BRAD: From all the training and conditioning I got so that most of the time there's no change in lap times from the beginning of the race to the end. The last laps are just as fast or maybe even a little bit faster if you're racing with someone. That's a good advantage because you can catch up at the end even if you get a bad start. But if you get a good start and you can keep going the same speed and catch somebody, then you might get one or two more riders right at the end in the last five minutes. If you're in the top ten, that's good for points.

TERRY: As a member of the Husky team, what kind of treatment do you get? Same as Mikkola?

BRAD: Yeah, exactly. It's excellent. Anything I need, any time I want to change anything I just point it out to the technicians and the next time they come back from the factory it's all taken care of. Or, if I want them to leave it alone, I tell them to leave it alone and they leave it alone. Everything is just as good as I could hope for. It's all up to me. It's a good system.

* * *

Next month in the second part of this interview, Brad talks about his relationship with Team Husqvarna, opens up about making a living as a motocross racer and describes how he travels around the world in quest of the Grand Prize. *

1974 EUROPEAN MOTOCROSS STARS

FIRST TIME EVER IN ONE PUBLICATION THE TOP EUROPEAN RIDERS

By
THE EDITORS OF
MOTOCROSS ACTION magazine

- DeCoster
- Falta
- Mikkola
- Weil

And Many More of the Best in MOTOCROSS

EUROPEAN MOTOCROSS STARS is packed full of outstanding photography, with close-ups and facts on each star. We've got some of the most exciting color and black-and-white photography in motorcycling today.

EUROPEAN STARS
Box 317, Encino, Calif. 91316

Please send_____copy (ies) of European Stars. Enclosed is $1.50 plus 50c postage and handling for each copy. MX 3-1

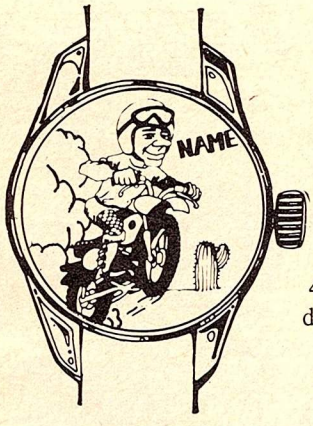
Name_____
Address_____
City_____
State_____Zip_____
Dealer inquiries invited.

trick ticker

Be just like Mickey Mouse. Get your picture with your type of bike on a sturdy watch.

GET A NEW FACE

Hand-painted in color by a professional caricature artist from your own black and white or color photo.



Dial shown actual size

Allow 4 weeks delivery.

ORDER TODAY

INCLUDE YOUR PHOTO

Indicate:
Hair Color_____ Eye Color_____

Complexion_____

Name on Watch_____

☐ 1 yr. service warranty **$19.95**

☐ 17 Jewel, shock & water resistant. Gold tone case with stainless steel back. 2 yr. service warranty **$39.95**

☐ 17 Jewel, self winding—shock & water resistant. Silver tone case with stainless steel back—date keeper. 2 yr. warranty. **$44.95**

☐ DESERT RACER ☐ MINI BIKE
☐ MX ☐ STREET BIKE
☐ ENDURO BIKE ☐ DRAG RACER
☐ CAFE RACER ☐ CHOPPER

Please send me _____ watch (s). Add $1.00 each for postage and handling. Nevada res. add 6% sales tax. Enclosed is my check or money order for $_____.

SHIP TO: MX 3-1

Name_____

Address_____

City_____ Zip_____

Plus Products, Inc.
P.O. Box 14945
Las Vegas, Nev. 89114

PUCH 125

Cont'd. from page 53

After a few warm-up laps we started hooking it. The handling was fantastic. You could steer in and out of any corner no matter how you went into it. It turned when and where you wanted it. It gave you an uncanny feeling of confidence. We were all jazzed. The handling of the bike was better than the older Puch and that's saying a bunch. It was a fun bike to ride. It smoothed the rough cobby terrain so well that you didn't realize the course was rough until you heard everyone else bitching about it. We rode it all day, never letting it cool down. When one of us was ready to take a break someone else would gas it up and take off. The sun was behind the mountains and the owner of the park was waiting for us to leave before we called it a day.

During our first day of running, the only problem we had was the forks. They pumped all the oil out of the seals, just like the old Puchs with Betors. The cure is a set of Honda seals, but by now Betor should have gotten their act together. Leaving the bike sitting overnight in your garage finds a puddle underneath the fork legs larger than any Triumph ever dreamed of. The Girlings went away after a couple of hours but the bike still handled better than most bikes with good shocks. We later replaced the shocks with a set of S&Ws that were a half-inch longer than the 13-inch stock Girlings. They lasted us the rest of our testing and worked extremely well.

How fast is the bike? It was hard to tell without racing it. While we were out playing we only had a '75 Yamaha 125 to compare it with. The Yammie was slightly faster. That was discouraging. We changed the gearing to a 12-tooth countershaft and it helped a lot, but there were other problems.

We decided to enter it in the AMA District race that weekend in the 125 expert class. Knowing full well that very few "stock" bikes race the expert class, it would still give us a good idea of the power, or lack of, for its class.

Sitting on the line waiting for the gate to drop, we felt a lot of

If you're at home on the Open Road . . .

. . . you'll want to read

RV WORLD MAGAZINE

RV WORLD takes you out onto the open road and into the beautiful countryside. Now you can have the best of two worlds

. . . RV WORLD features the latest in recreation vehicles such as the Harvest Motor Home pictured here. Would you believe a rear door large enough to handle a full-sized motorcycle? We'll fill you in on tech information, camping sites, interesting trails and new products.

Enjoy the open road . . . subscribe now to RV WORLD. Only $9.00 for 12 issues.

RV WORLD MAGAZINE MX 3-1
Box 317, Encino, California 91316

Enclosed find $9.00 for 12 issues of RV WORLD. All subscriptions outside of U.S., its possessions and Canada, add $2.00 for postage. Please enclose check or money order.

Name_____

Address_____

City_____

State_____ Zip_____

eyes checking out the bike. It stood out amongst all the Hondas and the few other brands that comprised the rest of the field.

When the gate dropped the Puch came out of the gate well, but faded quickly and found itself at the back of the pack going into the first turn. It was a struggle to gain positions after that. The little Puch was very definitely out-powered in its stock condition. It would eat the other bikes up in the rough and the long, steep downhill because of its handling, but from corner to corner it was a losing battle to hold position. The jetting was off and the engine seemed to flatten out before it ever got significant revs. Carburetion, ignition, porting, one of these was off, or maybe a combination of all three. We knew we lost some horsepower in the chain area because it kinked on us. We couldn't help but notice that the other Puchs we saw afterward (three) all had a different brand of chain than the stock item. We had lubed it frequently from the time we got the bike and throughout our testing, but it didn't help.

After relating some of our feelings about the power of the engine, we found out some interesting information. It seems that the Bosch ignition is retarding up on top in the rpm range and is causing a loss of power. We heard a rumor that the distributor will probably have an optional "rotor" Motoplat by the time you read this. It should help, and with the right jetting will give the bike more power to match the superb handling. As it is now, the bike

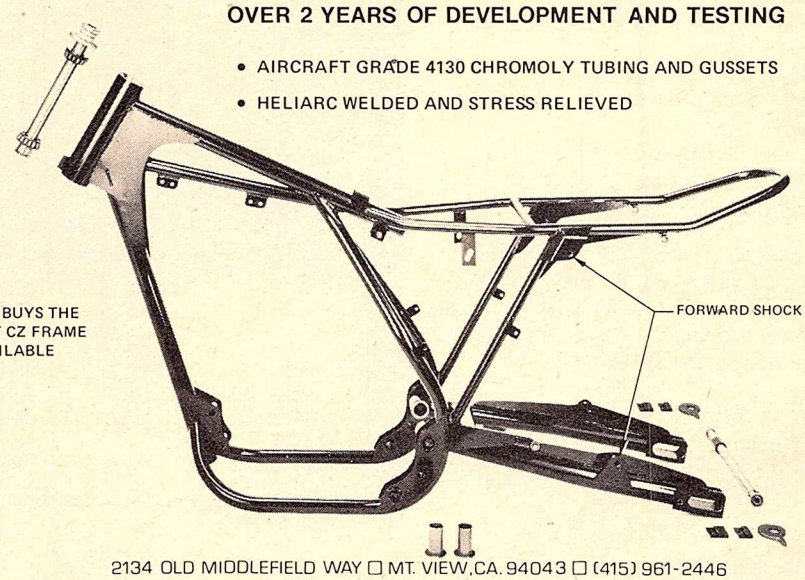
Cont'd. on page 70

CMS PRODUCTS INC.

7TH GENERATION CZ FRAME

OVER 2 YEARS OF DEVELOPMENT AND TESTING

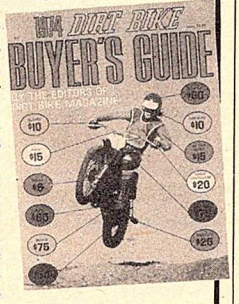
- AIRCRAFT GRADE 4130 CHROMOLY TUBING AND GUSSETS
- HELIARC WELDED AND STRESS RELIEVED



$425 BUYS THE BEST CZ FRAME AVAILABLE

2134 OLD MIDDLEFIELD WAY ☐ MT. VIEW, CA. 94043 ☐ (415) 961-2446

the all new DIRT BIKE BUYERS GUIDE



A 148 page easy reference guide to dirt bike equipment, accessories and services, that you will refer to year round. The Dirt Bike Buyers Guide is the result of hours of product evaluation and stringent testing by the Dirt Bike staff. Dirt Bike tells it like it is with emphasis on the straight facts and figures.

MX 3-1

DIRT BIKE BUYERS GUIDE
Box 317, Encino, Calif. 91316

Please rush copies of the Dirt Bike Buyers Guide. Enclosed is $2.00 plus 50¢ postage and handling for each copy.

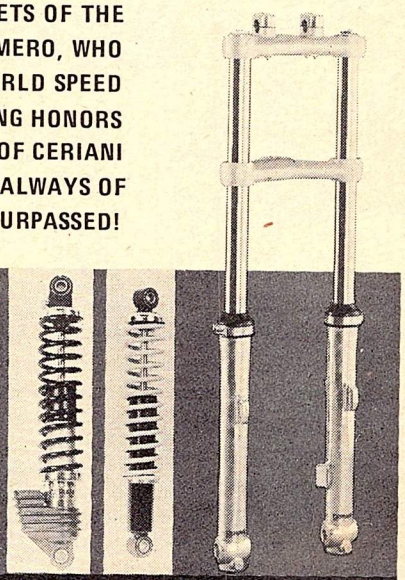
Name _____
Address _____
City _____
State _____ Zip _____

Dealers inquiries invited.

CERIANI FORKS SHOCKS

PICK A PAIR OF 'CHERRIES'

CERIANI. . .ONE OF THE 'TRICK' SECRETS OF THE WORLD'S FINEST RIDERS. GENE ROMERO, WHO RECENTLY SET A NEW ONE HOUR WORLD SPEED RECORD, CREDITS MANY OF HIS RACING HONORS TO THE EXCEPTIONAL PERFORMANCE OF CERIANI FORKS. CERIANI FORKS AND SHOCKS, ALWAYS OF THE HIGHEST STANDARDS, ARE UNSURPASSED!



Ceriani forks with six-position adjustable damping are now available in the C-2000 series and will soon be in stock for bikes requiring the C-1000 series. These forks in standard lengths only. The new gas filled shocks from Ceriani will soon be available in two models; a standard (non-adjustable) model, and a model which permits infinite damping adjustment externally!

ALSPORT DISTRIBUTING CO.
233 SOUTH SEVENTH AVENUE
CITY OF INDUSTRY, CA. 91746
(213) 336 4502

INSTANT MAIL ORDER!

See your dealer first. If he can't supply you, send for a brochure and retail price list. Our service is fast! !

AKRONT ALLOY RIMS
A Rim That Doesn't Ream Your Wallet

Winning may mean everything to you, but why spend more than is necessary for a rim that helps you win? After all, money's important, too.

For the most part, there are two rims on the market that are superior to any others for dirt riding conditions. Both offer virtually identical features. Like:

- **Lightweight aluminum alloy construction**
- **No ridge to fill with mud**
- **Heat-treated for increased tensile and proof stress**
- **Deep knurling to prevent tire slippage**
- **Flash-butt welding for rigidity at weld points**

All the important factors compare. Except the price. Akront Alloy Rims are priced from $22 to $36. Is it necessary to spend up to $50 for a rim with the same technology as Akront?

That's the question many pros, experienced dirt riders and accessory dealers are asking right now. We're sure there'll be some changes made.

WM-0	16 to 19 in.	$22.00
WM-1	16 to 19 in.	30.00
WM-2	16 to 19 in.	30.00
WM-3	16 to 19 in.	30.00
WM1 & WM2	21 in.	30.00
WM 3.5 Harley Type	16 in.	32.00
WM 4½ Offset Rim	16 in.	32.00
WM1, 40 Hole Speedway Type Drilled	23 in.	36.00

(When ordering, please specify year, model and make)
Dealer Inquiries Invited

Ask your dealer or write: Dept. MXA

AKRONT NORTH AMERICAN P.O. Box 2307 Anaheim, Ca. 92804

PUCH 125

Cont'd. from page 69

really needs some detailing in the engine range for it to be competitive in motocross.

If we had a choice between a bike that handled well and lacked power, and a super-fast bike that didn't handle, we would choose the bike that handled, every time. You can always make an engine faster or more powerful, but getting it to handle is a major task, especially if the design is way off. As it stands in stock condition, the Puch has handling in spades but is in sad shape in the power and weight department. We've already run across a cure for Puch's power problems and will show you next month what we've learned and what it will cost. Right now the Puch will cost you in the neighborhood of $1100. It will take more dollars to make it a winner. They seem to have cured all the old ailments. The gearbox shifted faultlessly and positively. We couldn't break it. The frame acted as strong as it looked. The only thing that broke was the rear fender, and Preston Petty will love that. *

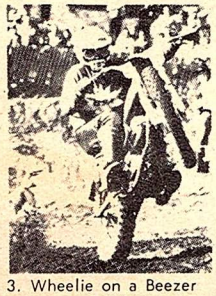
spectacular black & white

Fantastic 17"x22" Black & white posters

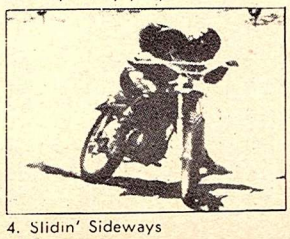
Only $1.50 each plus 25¢ postage. All four $5.00 plus 50¢ postage.

1. Airborne Yamaha

2. Drop-a-way jump



3. Wheelie on a Beezer



4. Slidin' Sideways

Enclosed is my check (or money order) for $ _____ MX 3-1

Name _____

Address _____

City _____

State _____ Zip _____

Please send me poster(s). ☐ 1 ☐ 2. ☐ 3. ☐ 4.

Only $1.50 each plus 25¢ postage. All four $5.00 plus 50¢ postage.

Plus Products, Inc.
P.O. Box 14945
Las Vegas, Nev. 89114

official DIRT BIKE MAGAZINE

racin' jersey

Okay, you all know that a bright colored, vented DIRT BIKE racing jersey is a desirable unit.

You've seen Ake win the '72 Trans-AMA wearing one. You've seen John DeSoto wearing one in the '73 Trans-AMA.

But you couldn't get one, could you? Well, nobody could. Those were special factory prototypes.

Now we have them.

Regular replicas, even better than the prototypes, 'cause these have the reinforced elbows and the DIRT BIKE logo on both sides.

Get your DIRT BIKE Racin' Jersey now, while they last.

$14.95 + 50¢ postage and handling. Please send me ___ Racing Jersey(s) S M L XL
Enclosed is $ _____ (check or money order)

☐ BLUE ☐ YELLOW ☐ RED

DIRT BIKE RACIN' JERSEY MX 3-1
P.O. Box 14945 Las Vegas, Nev. 89114

NAME _____

STREET _____

CITY _____

STATE _____ ZIP _____

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (An act of August 12, 1970: Section 3685. Title 39. United States Code)

1. Date of filing: September 18, 1974.
2. Title of Publication: Motocross Action Magazine.
3. Frequency of issue: Monthly.
4. Location of known office of publication: 16200 Ventura Boulevard, Suite 213, Encino, California 91436.
5. Location of the headquarters of general business offices of the publishers (not printers): 16200 Ventura Boulevard, Suite 213, Encino, California 91436.
6. Names and addresses of publisher, editor and managing editor:

Publisher: William R. Golden, 16200 Ventura Blvd., Encino, California 91436; Editor: Dick Miller, 16200 Ventura Blvd., Encino, California 91436; Managing Editor: Paul Boudreau, 16200 Ventura Blvd., Encino, California 91436.

7. Owner (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.): Name of owners: William R. Golden and/or Raye Golden, 16200 Ventura Blvd., Encino, California 91436. Daisy Publishing Co., Inc., 16200 Ventura Blvd., Encino, California 91436.
8. Known bondholders, mortgagees, and other security holders owning or holding one percent or more of total amount of bonds, mortgages or other securities: None.
9. For optional completion by publishers mailing at the regular rates (Section 132.121, Postal Service Manual). 39 U.S.C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates." In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the reduced postage rates presently authorized by 39 U.S.C. 3626. (Signature and title of editor, publisher, business manager, or owner) J. Robert Gallicano, VP & Marketing Director.
10. For completion by nonprofit organization authorized to mail at special rates (Section 132.122, Postal Manual): Not Applicable.
11. Extent and nature of circulation: A. Total number of copies printed (Net press run): average number of copies each issue during preceding 12 months: 161,666; actual number of copies of single issue published nearest to filing date: 159,405. Paid circulation: 1. Sales through dealers and carriers, street vendors and counter sales: Average number of copies each issue during preceding 12 months: 74,763; actual number of copies of single issue published nearest to filing date: 73,510. 2. Mail subscriptions: average number of copies each issue during preceding 12 months: 10,458; actual number of copies of single issue published nearest to filing date: 8,142. C. Total paid circulation: average number of copies each issue during preceding 12 months: 85,221; actual number of copies of single issue nearest filing date: 81,652. D. Free distribution (including samples) by mail, carrier or other means: average 1. Samples, complimentary, and other free copies: Average number of copies each issue published nearest to filing date: 750. 2. Copies distributed to news agents, but not sold: Average number of copies each issue during preceding 12 months: 74,345; actual number of copies of single issue published nearest to filing date: 75,903. E. Total distribution (sum of C and D): average number of copies each issue during preceding 12 months: 160,366; actual number of copies of single issue published nearest to filing date: 158,305. Office use, leftover, unaccounted, spoiled after printing: average number of copies each issue during preceding 12 months: 1300; actual number of copies of single issue published nearest to filing date: 1100. G. Total (Sum of E and F— —should equal net press run shown in A): average number of copies each issue during preciding 12 months: 161,666; actual number of copies of single issue published nearest to filing date: 159,405. I certify that the statements made by me above are correct and complete. (Signature of editor, publisher, business manager, or owner): J. Robert Gallicano.

MAICO/can-am...

- **LARGEST** dealer in four states
- **LARGEST** parts inventory
- **ONE DAY** UPS service
- Cycles available and can be seen in our showroom

NO setup charges — **NO** freight charges
NO delivery charges within 300 miles

HALL CYCLES
504 Delaware Avenue
(Back of Hutzler s)
Towson, Maryland 21204
301-296-6373

Start Cookin'

Now you can have cooked on protection from "cooked" engines! Revolutionary **POXYLUBE SYSTEM** offers this protection in the form of a Dry Film Lubricant baked on the surface of major internal engine parts and remains effective throughout engine temperature ranges of your machine.

For a suggested retail price of $17.50, a 30 minute application time and the use of your wife's oven; you too can avoid those costly and unnecessary mid-season overhauls. While your at it you can treat your transmission too, and eliminate that hard shifting.

Dealer Inquiries Welcomed.

Distributed by:
HUB STATES CORPORATION
2000 N. ILLINOIS
INDIANAPOLIS, INDIANA 46202
(317) 925-1431

A Product of POXYLUBE
525 S. Webster Ave. Indianapolis IN 46219

new, strong, solid aluminum bars absorbs shock, reduces rider fatigue!

This solid brushed aluminum handlebar is the latest in dirtriding. Its unique construction reduces the jolt out of hard riding thru controlled flexing which lessens rider fatigue. Strong as chrome-moly, this hi-impact all aluminum bar reduces weight. Available in 6 popular bends at the low introductory price of **$13.95** postpaid.

Order by mail. Send check or money order to:
GOLDEN ACCESSORY SUPPLY
Box 107 Golden, Colorado 80401
Please send ___ size bars at $13.95 each to
Name _____
Address _____
City _____ Zip _____
State _____

Golden Accessory Supply
P.O. BOX 107,
GOLDEN, COLORADO 80401

4"
5"
6"
C.Z.
TRIALS
T.T.

BEST IN THE COUNTRY !!
HONDA
EAT DIRT #169
YAMAHA #108
#186
Motocross #252
DIRT #102
Ride On #30
DIRT INCORPORATED BOX 90877A1 L.A., CA. 90009
T-SHIRTS in Super Colors
$3.95 ea.
PLUS 50¢ POSTAGE & HANDLING PER SHIRT
CALIF. RESIDENTS ADD SALES TAX
COLORS: YELLOW, BLUE, WHITE, ORANGE
SIZES: S, M, L, XL
Specify design, size, and 1st & 2nd color choices
FREE CATALOG WITH PURCHASE OR SEND 25¢
WE GUARANTEE COMPLETE SATISFACTION
(DEALER INQUIRIES INVITED)

Mail Order Service for

CZ - DKW

PARTS

ACCESSORIES

SERVICE

Illustrated Parts & Accessory Catalog Send $1.00 plus year - Model - Engine Number

NELSON'S MOTORCYCLES

2362 3rd St., Riverside, Ca. 92507
Telephone (714) 686-3383

WIN!

Only $5.00 per copy, plus 50¢ per copy for postage and handling.

Tired of bruising your Beezer . . . Knicking your knobbies . . . skinning your shins? Well, HOW TO WIN AT RACING, written by the editors of DIRT BIKE Magazine, could be the answer to your problems.

Learn how to get started, how to ride in sand, over rocks, passing, sliding, water hazards, jumping, how to get in shape, what machine for what use, how to get sponsored and, heaven forbid!!! CRASHING.

HTWAR is written in an interesting easy-to-follow manner with clearly detailed photos to help you overcome your particular problem.

MX ace Gary Bailey says, " . . . HOW TO WIN AT RACING has got to be the best thing for dirt bikers in years."

HOW TO WIN AT RACING
Box 317, Encino, Calif. 91316

Enclosed is my check (or money order) for $_____.
Please send me_____copy(ies) of the HOW TO WIN AT RACING book. MX 3-1

Name_____

Address_____

City_____

State_____ Zip_____

CLASSIFIED

RATES FOR READERS: 20 words for $2.00. 25¢ each additional word.

COMMERCIAL RATES: 30¢ per word: minimun $10.00. Only one ad per advertiser permitted at these rates in any one edition; maximum of 50 words. No invoicing; payment must accompany orders, including firm's on account with display advertising. No commissions, frequency rates or discounts. Ads accepted on the condition that advertiser agrees to refund readers' money promptly if shipment is delayed and reader requests refund, or if merchandise is returned (in good condition in reasonable period of time). Display style ads permitted in classified section at display advertising rates.

CUSTOM PATCHES – YOUR OWN DESIGN. For price send sketch, size, quantity, colors to: CHICAGO EMBLEM CO., 7025 Clark, Chicago, IL 60626.

INDEX TO ADVERTISERS

Akront North American 70
Alsport Steen 69
B & B Specialties 73
Bultaco International 76
CMS Products 69
CYC Distributing 5
Change of Address 11
Cobbler's Bench 11
Competition Motocross 11
Cycle Exchanges of America 9
Cycle House of St. Louis 7
Cycle Master 62
Dirt Bike Buyer's Guide 69
Dirt Bike Calendar '75 64
Dirt Bike's How To Go Fast 67
Dirt Bike Photo Album 65
Dirt, Inc. 72
Enduro Rider's Handbook 11
European Stars 67
Golden Accessory Supply 71
Gordon's 13
Hall Cycles 71
How To Win At Racing 72
J & L Accessories 9
Malcolm Smith 15
Motocross Action 30, 65
Motorcycle Rider's Guide 64
Nelson's M/C 72
Noguchi Motors 7
No. American Schools 7
Number One Products 15
Ocelot Engineering Products 9
Pabatco/Hodaka 2
Paul Oxman Enterprises 62
Plus Products 13, 47, 66, 68, 70, 73
Poxy Lube 71
RV World 68
Rat's Hole 63
Sun Hat Co. 63
Super Shirts 9
Trail Riders Special 13
Bill Walters Leathers 5
West Cycles 73
Wheels of Man 75
Wheelsmith Engineering CA 5

HUSKY • MAICO • KAWASAKI
PARTS & ACCESSORIES
• SHIPPED WITHIN 24 HOURS •
C.O.D. • MASTER CHARGE • BANKAMERICARD
WEST CYCLES 24610 Pine Street Newhall, Cal. 91321 805-255-1335
ALWAYS INCLUDE MAKE, MODEL & ENGINE NO.

B & B
SPECIALTIES

Complete line of trials equipment and accessories. Send 75¢ for catalog & decal.

B & B SPECIALTIES
P.O. BOX 44382
PANARAMA CITY, CA 91412

Independent News Co., Inc., is pleased to announce a Retail Display Plan available to all retailers interested in earning a display allowance on MX ACTION Magazine and who purchase the magazines from suppliers other than Independent News Co., Inc. To obtain details and a copy of the formal contract, please write to Director, Retail Sales Division, Independent News Co., Inc., 75 Rockefeller Plaza, New York, N.Y. 10019. Under the display plan, in consideration of your acceptance and fulfillment of the terms of the formal contract to be sent to you upon your request, you will receive a display allowance of ten percent of the cover price per copy sold by you. This plan will become effective with all issues of MX ACTION delivered to you subsequent to the date your written acceptance of the formal Independent News Co., Inc. Retail agreement is received and accepted by our company.

DIRT BIKE & SUPER HUNKY
SWEAT SHIRTS

Be dynamic in the true biker way. Wear our bright, colorful sweatshirts. Rise out of the chuck holes. Strut your stuff in Dirt Bike sweatshirts and Super Hunky sweatshirts.

Please send me_____**Sweatshirts at $5.95 each** plus 50¢ postage and handling for each shirt. MX 3-1

SUPER HUNKY SWEATSHIRT
Colors: 1st and 2nd color choice:
☐ Red ☐ Yellow ☐ Blue
Sizes: ☐ Small ☐ Medium ☐ Large ☐ Extra Large

DIRT BIKE SWEATSHIRTS
Colors: 1st and 2nd color choice:
☐ Red ☐ Yellow ☐ Blue
☐ White ☐ Gold ☐ Green
Sizes: ☐ Small ☐ Medium ☐ Large ☐ Extra Large

Name_____
Address_____
City_____
State_____ Zip_____

PLUS PRODUCTS, INC., P.O. Box 14945, Las Vegas, Nev. 89114

BERM SHOT

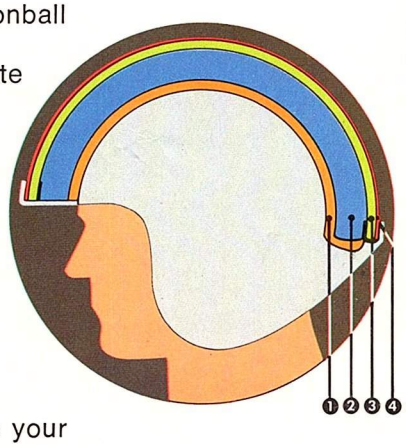
photo by Dick Miller

Pete Maly, MXA's staff Southern California hot shoe, came to the Snake River race hoping to bring home a fair-sized hunk of the hundred thou. A dinged fork tube kept him out of the running in the first moto and all but negated his splendid performance in the second. They paid to 20th and Pete finished 21st. That's racing. Says Pete: "My CZs are so fast that sometimes it's an effort just to keep up with them myself."

World War MX

A Revolutionary, Battle-Tested Helmet Protects the Troops with a New Technology

In any outbreak of hostilities, the new Cannonball safety helmet protects combatants with both fiberglass to dissipate shock and polycarbonate to resist penetration. Four plies of protection — 1. a foam liner, 2. shock-absorbing polystyrene liner, 3. a polycarbonate inner shell and 4. a fiberglass outershell — put an end to the fight over which plastic is better? Now get the best protective qualities of fiberglass and polycarbonate in one great new helmet advance. No other helmet at any price has all this going for you. The Cannonball conforms to all state requirements and its credentials include DOT, Z-90, SHCA and Snell . . . competition and street legal. See your dealer or send $1 for full color catalog.



Cannonball Safety Helmets
Colors: White, Gold and Silver
Sizes: S, M, L. Full coverage and full face style. . $49.95 and $59.95

America's Finest Rider Accessories

WHEELS OF man
subsidiary of The Parker Pen Company
16622 W. Rogers Dr., New Berlin, Wis. 53151

World Class.

'75 Mark VIII

The bike, Bultaco.

The rider, Jim Pomeroy.

The boots, Heckel.

World Class Riders use
World Class equipment.

Ask Jim Pomeroy. If you can catch him!

BULTACO CEMOTO

MIURA PRODUCTS

Virginia Beach, Virginia 23462